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307 • January 1999

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Taking It Easy

A Malaysian plantation worker was annoyed that his wife had stolen his possessions and ignored his advice, so he **split her skull open** with a machete and ate her brain. (Hopefully with salsa.)

From our Weird Critters file: There's a male animal in Australia called the Agile Antchinus that screws itself to death. It spends two weeks frantically mating with as many females as it can lay its paws on. **Sex can last up to 12 hours,** but at a terrible cost. Its immune system breaks down, and toward the end, the males start losing fur, their testicles begin shrinking, they turn blue, and then parasites and disease finish them off. (Sounds like a date I had once.)

We've all heard of **shoe fetishes,** but here's a new twist. This guy attacked nine women during a three-month period. He'd incapacitate them, steal their shoes, and then eat them (the shoes, that is).

A woman got all dressed up, putting on a red hat, special shoes, and red nail polish. Then she clubbed her husband to death with a household lamp, cut him into pieces, and barbecued his ribs. **(It didn't say whether she ate the ribs or not.)** When she was sentenced to jail for many years, she told the judge she was a "warm person who wouldn't harm a mosquito." (Too bad her ol' man wasn't a mosquito.)

From our "Leg-wettin' Facts Dept.: A study of penguin mating habits revealed that some females allow male strangers to mate with them in exchange for a few nest-building stones. The study people came to the conclusion that this was the first observed animal prostitution. All this **"sneaky" female penguin** behavior was done behind the back of her regular mate. And even in a few cases (after the sex act), johns gave the females additional stones as sort of a tip. (My ex liked to get stoned too.)

An astute quote of the month: "Millions of drill bits are sold in the United States every year, yet nobody really wants drill bits. **What they do want are holes!"** (Gene A. Cisewski)

A staff sergeant with a blood alcohol level of .28 was killed after he fell from a **third-story window.** Apparently, he was leaning out the window to vomit and leaned a tad too far. His roommates, who had been partying with him, didn't even know he had fallen out the window until the following morning. (Some days it just doesn't pay to get out of bed.)

Talk about Stranger Than Real: A pricey restaurant (called **Cafe Make Believe)** opened in a trendy section of Tel Aviv, Israel. It has tables, chairs, plates, silverware, menus, and servers, but no food or drink. The manager (who calls the experience "conceptual dining") says that people come to be seen and to meet people but not for the actual food. The menu lets diners order some of the world's most exquisite dishes "served" on elegant (but empty) platters. (I wonder what this heady experience costs—there was no mention of expense.)

In an official inspection report, an Environmental Health Department said that a nude dance club should immediately correct two food contamination conditions. First, it was serving pizzas at less than the required 140 degrees. Second, a sanitation risk was being posed by a dancer whose act consisted in part of **expelling ping pong balls** from her vagina to various points of the room, and the balls could possibly land on a pizza slice or in customers' drinks. (What's wrong with that?)

No matter what you do these days, folks get offended. An official Valentine's Day poster at a college, featuring a silhouetted female and a male **ready to kiss,** drew protests from a campus gay and lesbian group which suggested the use of a "neutral" image of two hands clasping. But they couldn't even get away with this innocuous enough depiction, when a student union representative said this picture might possibly be offensive to a person with no hands.

Fresh from the sports page: You know how ball players in the U.S. get such astronomical salaries? Well, in Romania a soccer team sold its midfielder to another team for **$2,500 worth of pork.** (The same soccer team earlier traded a defenseman for 10 soccer balls.) So much for the value of soccer players in foreign lands.

Now here's a good idea if you don't have any good reading material to **stash in your bathroom.** A brand of toilet paper was introduced in France for the "reading room" on which it printed short articles on French current affairs, geography, and culture, with no-stain ink and new editions to be released monthly. (Hell, people have been using our rag for that same purpose for years!)

Now here's an excellent example of perseverance. A man led police on a brief vehicle chase before being subdued. The chase had ended several blocks earlier when the man's car **ran out of gas,** and not wishing to give up, he got out and pushed it in a futile attempt to stay ahead of the police. (He certainly deserves credit for sticking to the task at hand.)

An inventor, inspired by dentists' use of molds for such things as artificial teeth, announced a **Clone Your Own Genitals kit.** For realistic coloring he uses peach Jell-O and condensed milk for light skin, and black cherry and condensed milk for darker skin. (Presumably, you'd want a hard-on mold. But wouldn't a hard-on dissipate once it's glommed into whatever it is that makes the mold? The mind reels.)

And we'll leave you with this deep thought: Remember, if you life seems dull and dreary ... it is.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 307 • JANUARY 1999

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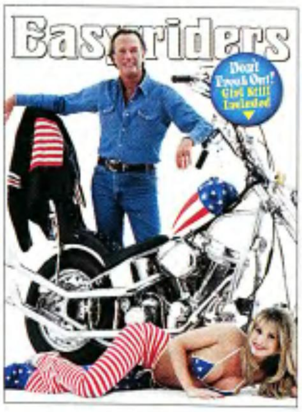

Cover photo of Peter Fonda on CMC's Captain America Chopper with model, Lauren Montgomery, by Raiko Hartman. Special effects imaging by David Shiigi.

The next liver-quiverin' issue goes on sale December 29, 1998. **Printed in the USA**

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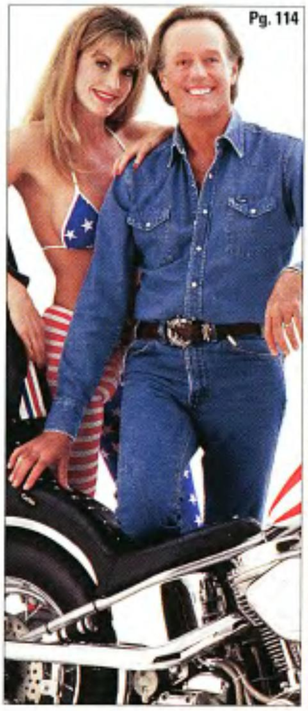

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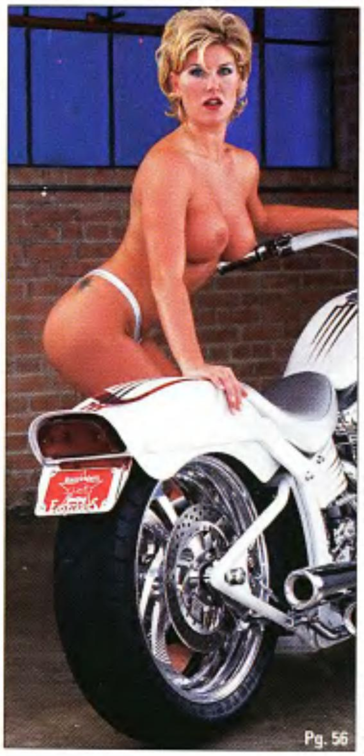

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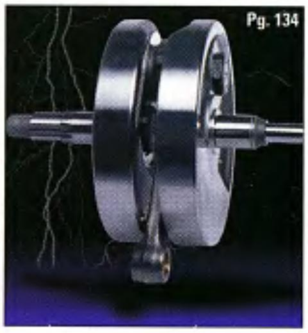

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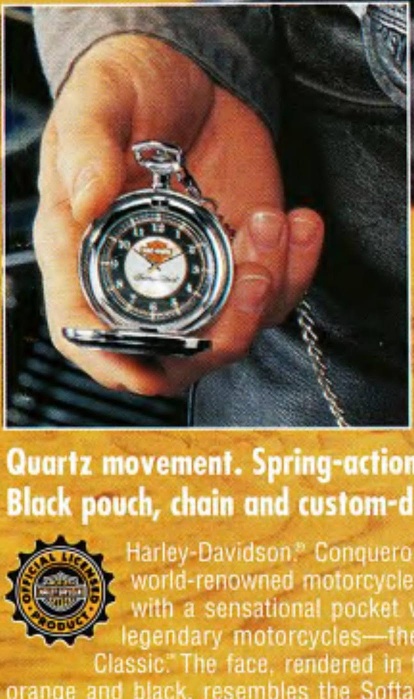

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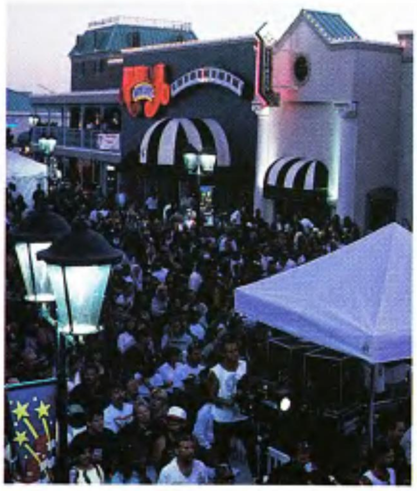


Pissed at Renegade

Hey man, what's up with the article on Myrtle Beach in your October issue? Renegade's copy is all about some dumb redheaded bitch and gettin' laid. Well forget that! Your readers want articles about something like, say, the fuckin' event, not a score card on how many times your writer can get it on in the shower with some bimbo. Get your head outta your ass Renegade, whoever the hell you are.

Pissed
Anderson, S.C.

As punishment, Renegade has been tied, gagged, and forced to watch every single episode of Renegade.

Great Tribute

That was a great tribute to Andy Hanson (September issue). You could have filled the whole magazine with words about Andy and still not explain him. There was nothing he wouldn't do for a friend—the word "friend" meant a lot to him.

I lived with him back when he got his first Harley, and I still find myself grabbing the phone to call him up.

Matt Frost
Venice, California

Kudos to K. Randall Ball

I bought your last two novels. It's about time someone started writing kick-ass biker books. I've been reading *Easyriders* for the last seven years and bought my first Harley in the summer of '92.

I'm writing to ask when your next novel will be available. I'm in need of some good reading material and can't think of anything I'd rather read.

Raymond Smith
Tallahassee, Tennessee

Bandit is currently working on the novelized adventures of Sam "Chopper" Orwell. You may remember the serialized fiction of this futuristic sci-fi biker in past issues. Sam will be rolling your way soon.

A Complaint

What's the deal with all these $35,000 bikes? I grew up with this magazine and remember when the bikes were built by their owners and ridden daily. Just look in the special June issue and you'll know where I'm at. Anyone can have a bike built, but it takes a biker to put together a real scoot instead of all these tri-color show ponies I've been seeing.

You guys ain't sellin' out on those of us who've been with you since you started, are ya? Let's see more chops like Lance Occhino's '76 Shovel in the June issue. I understand he rode that chop all the way from Wisconsin to California just to get it in your rag. That's a biker and that's what it's all about. Send the yuppies home with their new leathers and sissy ways. Bring on the bros who live the life and put it in the wind every day.

Jason Krysheski
Green Bay, Wisconsin

Now for the counterpoint, he-e-e-re's G.B.

The Subject is Evos

"Hear No Evo, Speak No Evo, Hear No Evo, Ride No Evo ..."

So there I was sittin' in a titty bar with a couple of Shovel-ridin' 'bama bros, after makin' a one-day run from Detroit to Huntsville, when another "good ol' boy" strolls in, shakes hands with my buddies, and then asks them, "Who's ridin' the Evo with Michigan tags?" My buddies point to me, whereupon, rather than extend a hand in friendship, the local hero flashes the back of his T-shirt, embossed with the above stated slam on Evos. "I wear this for fuckers like you," he says, and walks off to what he must've thought was a better smellin' corner of the room.

OK, to each his own. Personally, I don't give a rat's ass what anyone rides, as long as it's two (or three) wheels. And I'm not writing this to stir up any shit with the "hard-core" Knuckle, Pan, and Shovel

riders who live from paycheck to paycheck, lost their front teeth when they took a rock in the chops because they think anyone who has a windshield on their scooter is a pussy, and whose idea of a run is makin' it to six different bars on a Saturday night. And I'm not writin' this because I got my feelin's hurt over the incident (I never dilute my beer with tears).

The reason I'm writing this is to sound a wake-up call to the arrogant contingent of bikers who thinks anyone who rides an Evo or, God forbid, a non-Harley, needs to be ostracized from the biking community and, further, needs to be publicly degraded and humiliated because of his choice of scoots. To those idiots I say, "Keep it up and it won't be long before we're all legislated right off the road." The guy you're slamming, the guy who can afford a new Evo, can just as easily afford a new boat, motor home, or parachute. Keep making these people feel like pieces of shit and watch them sell their bikes and pursue some other interest where they can have a good time with people who will accept them.

Keep it up and watch the erosion of your political base; once they've been expelled or have taken themselves out of the motorcycling community, they won't be writing letters to their legislators in defense of your lifestyle. They won't be granting permits for rallies, because the guy you snubbed is on the city council and now spends his time catching walleye. They won't be givin' you a break on a noise or speeding beef, because the guy you debased was an off-duty cop who now spends his time jumping out of airplanes. And they sure as fuck ain't gonna be offering to help you on the side of the road in the middle of nowhere when your precious Shovel breaks down, 'cause parts are scarce after they've legislated the manufacturers out of business. But, hey, what do I know? I'm just a factory worker who rides an Evo and has to carry a cell phone because you snotty pricks are too damned good to lend a helping hand, much less a hand of friendship or brotherhood.

So wake up and smell another stale beer, you dumb bags o' shit. In the words of John Lennon, "Instant karma's gonna get you." Whether it bites you or embraces you, the only one to thank or blame is yourself.

G.B.
Belleville, Michigan

Digs Maldonado

I love that long, black chopper that Mike Maldonado built, October '98 issue, pages 8-13. Please give us more bad to the bone bikes that push the customizing edge.

Ben Kraemer
Columbus, Ohio

Mad Mike is stirring his magical caldron to create yet another mind-melting masterpiece even as we speak. Keep watching right here in Easyriders.

Diddled To Death

We often hear about $40,000 motorcycles as if they're unreachable goals. Remember building your first custom bikes with hand tools, torches, and rattle cans? We were all envious of the guy who could afford a professional paint job, but took a ton of pride in our own two-wheeled artistry. As we got older and could afford more, we spent more. That's the natural progression of any artist, start with a pencil and graduate to a brush. 'Course, even today, not many of us have the coin to drop on a $40,000 bike. But when crafting a one-off masterpiece with local experts, who wouldn't be proud to say that the end result would garner their empty bank account 40 big ones?

With that said, here's a man who worked his way up the ranks and can now afford to work with a master builder to have the motorcycle of his nightmares dropped onto the Cape Cod asphalt so he can make mincemeat out of anything with two wheels and a spark of speed that happens to rattle mail boxes in his neighborhood. Riding on the Cape is tantamount to navigating the landscaped hedge maze in *The Shining*. Each tree-lined street is similar to the next, blind curves abound, and roundabouts are dropped out of nowhere just to let you know that other traffic is waiting to destroy your self-esteem.

Bob Garone met with Dave Perewitz in the shop adjacent to Dave's house near Brockton, Massachusetts, to discuss this four-cammed creation. With the expertise of Lee Clemens, we will be able to project this engine's capacity for power. Now, since a great many folks dispute the amount of time, effort, and expense that gets injected into high-dollar motorcycles, this article will be a lesson, perhaps in how to avoid the high cost of some custom bikes.

The engine itself cost $26,000 to complete—staggering. But here's a taste of the cash draw: The cases came raw from Delkron (over $3000), then the

800 Hours To Liftoff

machining started on the oil holes, dowel holes, cylinder bases etc. Finally, when the machining was complete, Thompson Machine gave Dave 24 hours to have the cases polished by Tom Farrar and returned to the machine shop for assembly. That's just scratching the surface.

Lee Clemens set up a computer to analyze performance models. From now on, when we produce an engine article we'll share this information with you, along with Lee's recommendations. Basically, this program evaluates the performance

package supplied, then spits out the level of power the engine should be capable of. In addition, it tells Lee if there are modifications that can enhance the performance.

Let's take a look at Bob's chart. Lee begins with the bore diameter, stroke, rod length, cubic inches, cubic inches per cylinder, combustion chamber, quench, compression ratio, head CFM (which must be supplied by the head manufacturer—in this case Patrick's Racing). All intake and exhaust camshaft information is added, including when the valves open, close, duration, lift, lobe centers, and rocker ratio. Even the overlap, overlap percentage, and lobe separation angle are poured into the molten mix. The carburetor, ignition system, and exhaust system is also considered.

Check the chart and what the resulting horsepower should be. Lee analyzes the figures, then makes recommendations. In this case he recommended 11:1 compression from the existing 10:1. Now take a look at the chart titled *Compression Ratio: 11.1:1* (page 12). Notice the bump in torque and horsepower at the lower end of the power band. If you have extensive information on your performance package, Lee at Departure Bike Works (804-231-0244) can perform a similar evaluation to your mill, for a small bag of gold.

Back at the bank account, the frame is a standard Arlen Ness custom with a 5-inch stretch. But Dave and his crew fired up the torches the minute the packing peanuts were far enough away from the chassis to prevent shop ignition. It was raked more and they sliced the rear section apart to move the battery and enable a Road King tranny to fit in. T.P. Engineering built the tranny. The steel tanks were built from scratch and the fenders are modified Jesse James' designs. Even the exhaust system was computer designed to perform by the engine builder, Thompson, then fabricated by hand from 2¼-inch pipe, 42 inches long, and equal length to let the bike feel its maximum horsepower.

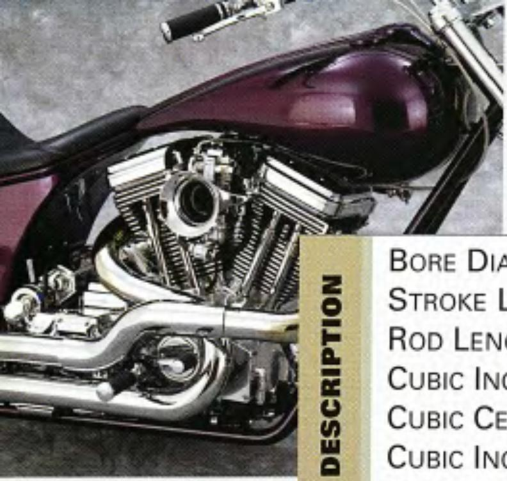
Carriage Works made a special wheel design and cranked out 10 sets. And Sullivan Brothers contributed 20 components to the project. Dave has a signature line of his own designs incorporated into the Sullivan Bros. line. Some of the products include the 41mm front end trees, the tranny side cover, brakes, and rotor/pulley combo.

Of course, the seat pan was handmade and covered by the master, Danny Gray. Now, about the time you'd think a key would be inserted into a switch and the machine fired to life, someone put a pressure gauge on the billet Zipper's

Sportster-style oil pump and found that the breather valve was sporting a 60-pound reading at idle. They revved the bastard, the needle pegged, and the valve blew apart—back to the machine shop.

So you thought all of this was just spending cash and bolting shit together. Not usually. Whether you're building your dream machine with a checkbook and a pile of catalogs, or hunting through classifieds and swap meets to make your scoot shine, it's still a passel of hard work.

—Bandit



ENGINE DESCRIPTION

Bore Dia.	3.813
Stroke Length	4.625
Rod Length	7.440
Cubic Inch	105.62
Cubic Centimeters	1730.87
Cubic Inch Per Cylinder	52.8
Cubic Centimeters Per Cylinder	865.44
Combustion Chamber CC=95.2 Quench CC=0.0	TOTAL = 95.2
Flow Correction	0 CFM
Rod/Stroke Ratio	1.61:1

COMPRESSION RATIO: 10.1:1

Rear Wheel Horsepower

RPM	HP	Per Cyl.	Per C.I.	Torque
2500	41.32	20.66	0.4	86.8
3000	51.28	25.64	0.5	89.8
3500	62.45	31.23	0.6	93.7
4000	74.38	37.19	0.7	97.7
4500	92.13	46.07	0.9	107.5
5000	103.31	51.65	1.0	108.5
5500	109.51	54.75	1.0	104.5
6000	112.70	56.35	1.1	98.7

COMPRESSION RATIO: 11.1:1

Rear Wheel Horsepower

RPM	HP	Per Cyl.	Per C.I.	Torque
2500	42.32	21.16	0.4	88.9
3000	52.52	26.26	0.5	91.9
3500	63.97	31.98	0.6	96.0
4000	76.18	38.09	0.7	100.0
4500	94.36	47.18	0.9	110.1
5000	105.81	52.91	1.0	111.1
5500	112.13	56.08	1.1	107.1
6000	115.43	57.71	1.1	101.0

(Based on .53 cam timing)

CORRECTED COMPRESSION RATIOS

LOW RATIO POOR LOW SPEED	STOCK RATIO STOCK/MEDIUM HP	MEDIUM RATIO OPTIMUM STREET	HIGH RATIO STREET/STRIP	RACING ONLY
7.8 or lower	7.8 to 8.7	8.7 to 9.5	9.5 to 10.0 CURRENT 8.5:1	10 and up

Percentage of camshaft occupying cylinder 127.6 percent

120% to 130% high-percentage high-performance street/strip—likes compression

Estimated static compression range 150.2 PSI

145 to 165 PSI—modified street motors—desirable for HP street motors

If .625 lift flow of 187.8 CFM is not possible, consider using higher lift cam.

USA

Owner: Bob Garone
City: Brockton, Massachusetts

General
Fabrication: Cycle Fab
Year/make: 1997 Perewitz
Model: rubbermount
Assembly: Cycle Fab
Chroming: R.I. Tech

Engine
Year/model: 1997 Evo, 4-cam
Rebuilder: Thompson
Ignition: Compu-Fire
Displacement: 105 cubic inches
Lower end: S&S/Carillo
Pistons: Patrick
Cases: Delkron 4-cam
Heads: Patrick
Cam: Zipper Red Shift
Carb(s): Mikuni 45
Pipes: Cycle Fab
Modifications: Thompson Machine, Thompsons/JIMS lifters, Cycle Fab air cleaner

Transmission
Year: 1996
Model: FLHS
Modifications: polished

Paint
Molding: Russ & Dan
Painter: Russ & Dave
Color/type: purple/urethane House of Kolor

Frame
Year/builder: 1997 Ness/Cycle Fab
Type: rubbermount FXR
Stretch: 5-inch
Shocks: Works
Modifications: battery relocated, 38-degree rake, 5-inch stretch

Accessories
Bars: Ness/Cycle Fab
Handlebar controls: Perf. Machine
Fender(s): Jesse James
Headlight: Headwinds
Taillight: Cycle Fab/Sullivan
Dash: Cycle Fab/Jed
Pegs: JayBrake
Foot controls: Cycle Fab
Electrics: Compu-Fire
Gas tank: Cycle Fab
Oil tank: in trans
Oil system: Zipper's billet oil pump
Seat: Danny Gray
Mirrors: Legends
Grips: JayBrake

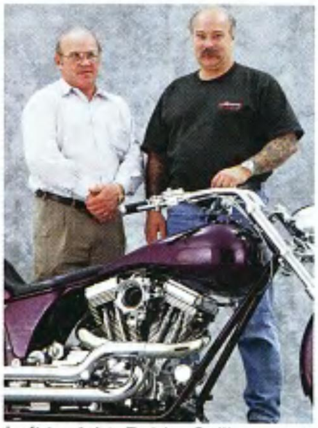
Forks
Type: 41mm mid glide
Builder: Perewitz/Sullivan
Modifications: Carriage Works, 1-inch over

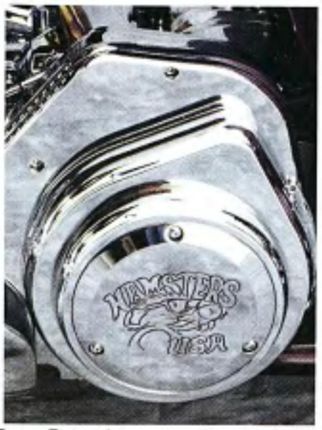
Wheels

Front
Type: Carriage Works
Size: 18 x 3
Tire: Avon 130
Brake: GMA

Rear
Type: Carriage Works
Size: 18 x 5.5
Tire: Avon 180
Brake: GMA

Photos: Raiko Hartman

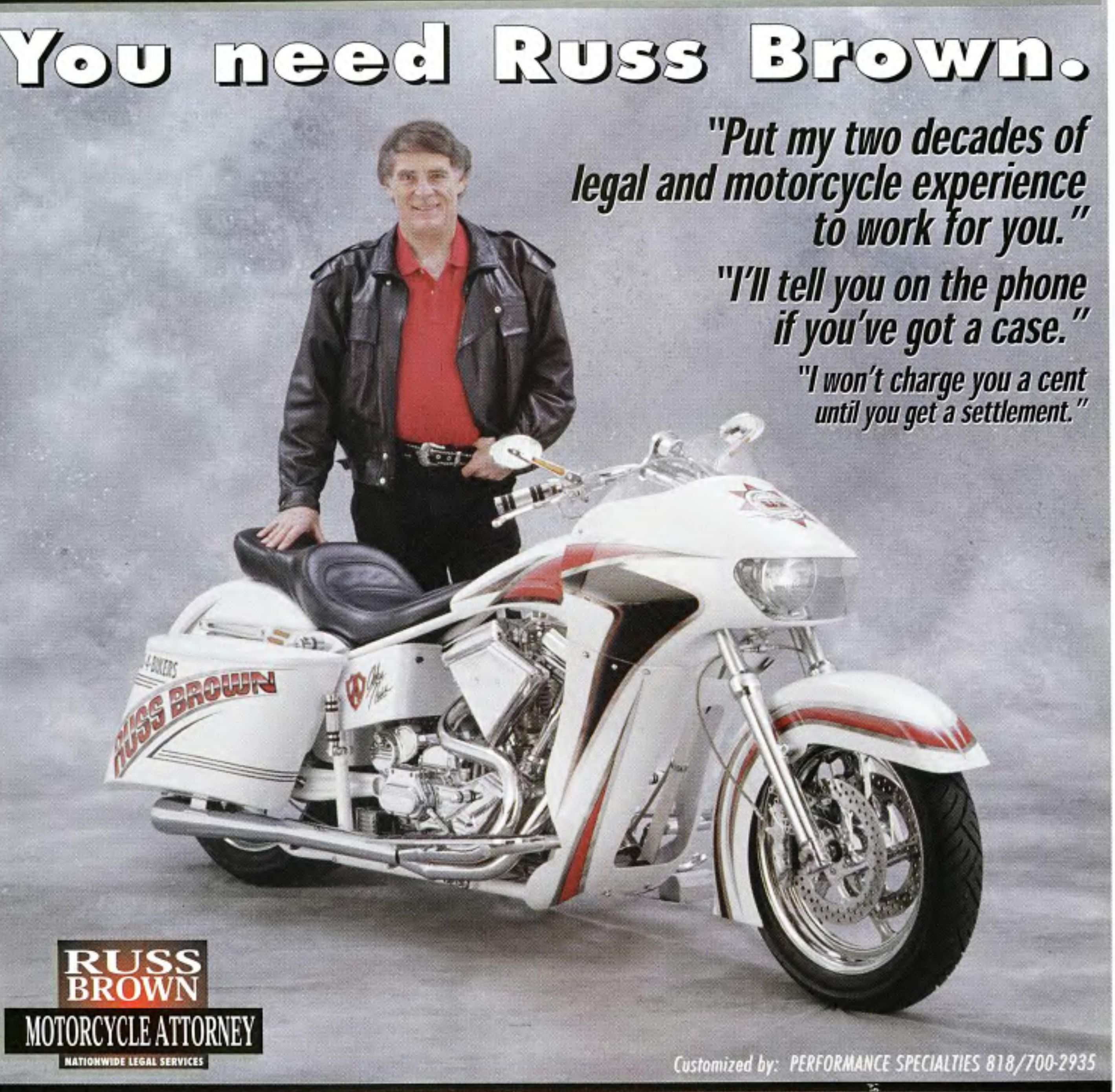




Left to right: Bobby Sullivan and Dave Perewitz

If you've gone down...

You need Russ Brown.



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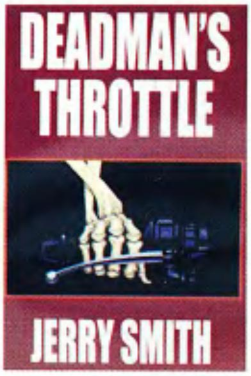
PartsBox

Grab A Deadman's Throttle



Take a ride on the seamy side of motojournalism with writer Jerry Smith. *Deadman's Throttle* is well-crafted fiction that takes readers behind the scenes at bike magazines where journalist Jason Street discovers that his brother's bike crash may have been murder. Follow Jason on all the twists and turns of a white-knuckle ride to find the killer. Available through Whitehorse Press: (800) 531-1133; WhitehorsePress@compuserve.com.

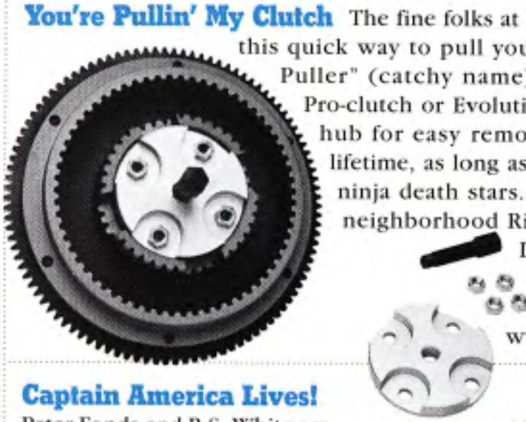
Because Too Fast Is Never Enough

So you bought a new Harley Twin Cam 88 but you want to go faster? If enough is never enough, check out this new Screamin' Eagle Performance Kit to pump up the torque and increase the horses on the EFI version of this mighty engine. You have two categories to choose from: Stage I and Stage II. Stage I kits are street-legal everywhere but in California and Stage II kits are full-on racing applications. The Stage I Performance Kit (pictured) includes a free-flowing air filter and revised breather kit, stock bore calibration cartridge, and engine control unit. This kit increases torque through the rpm range with a 10 percent increase at the peak. Available through H-D dealerships worldwide. For more info visit their Web site at www.harley-davidson.com.

Couch Pouch

Oh hell, where did I lose my sunglasses? I know there's a flashlight in this TourPak somewhere. Sound familiar? Well quit rootin' around in your TourPak or saddlebags for important stuff like glasses, wallets, tools, maps, your cell phone, etc. Bill Bird has a fix that is the single best accessory you'll ever buy for your dresser. The Couch Pouch is the ultimate touring goodie and organizes everything you could ever need through the wonder of high-grade velveteen pouches made with strong shock cord elastic to keep everything neatly in place. Grab a Couch Pouch at your local bike shop or call Bird at (888)-432-6824, or check 'em out on the Net at: www.angelfire.com/biz/webuild.

You're Pullin' My Clutch



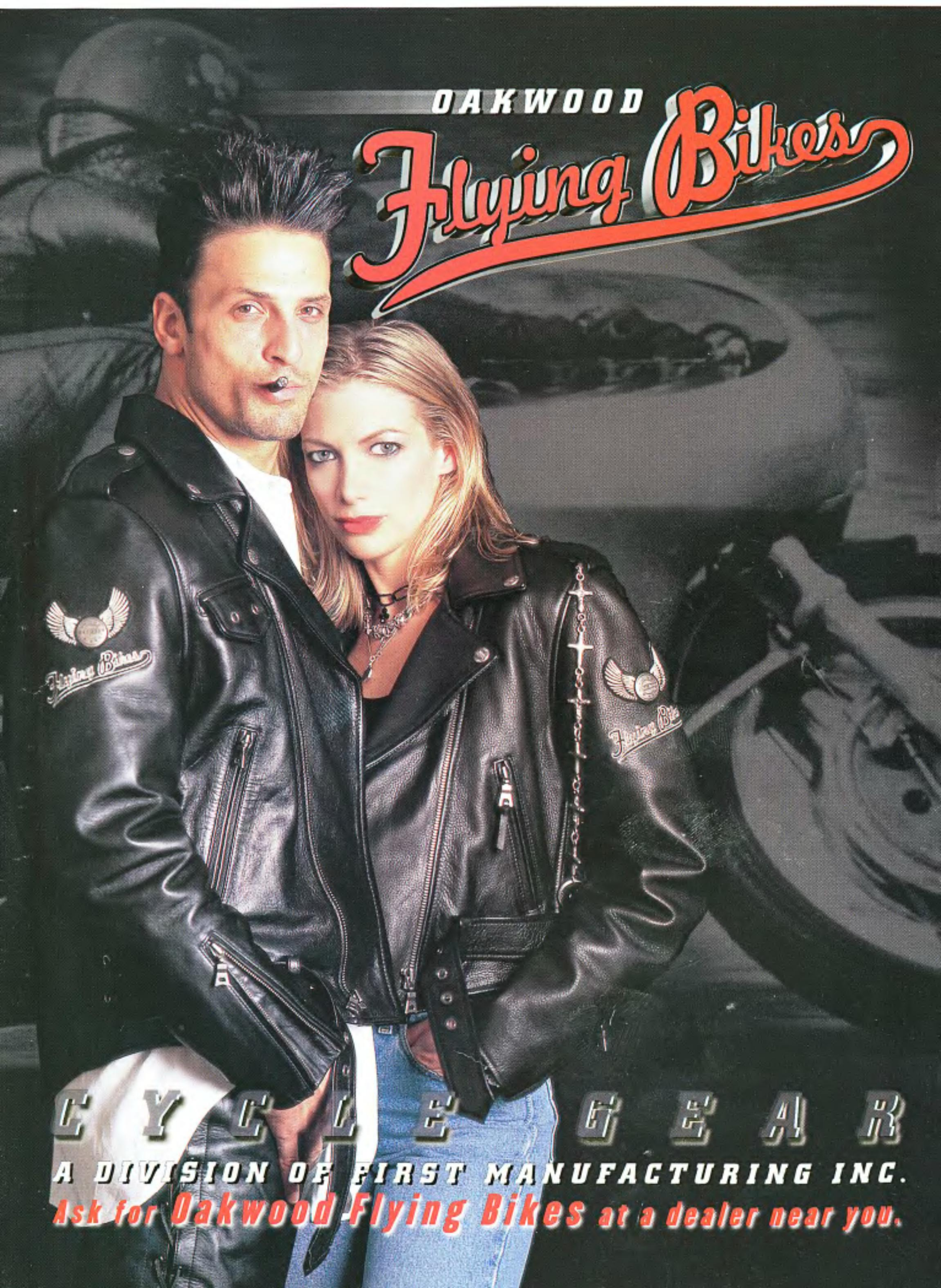
The fine folks at Rivera Engineering came up with this quick way to pull your clutch hub. The "Clutch Hub Puller" (catchy name) conveniently attaches to any Pro-clutch or Evolution-style Primo Belt Drive clutch hub for easy removal. This pup is made to last a lifetime, as long as you don't use it as one of those ninja death stars. Available through your friendly neighborhood Rivera Engineering or Primo Belt Drive dealer or contact them directly at (562) 907-2600. Check them out on the Web at: www.riveraengineering.com.

Captain America Lives!

Peter Fonda and R.S. White are producing a number of limited edition products in honor of the 30th anniversary of the film *Easy Rider*. This fine art print of the Captain America chopper that started it all was originally produced from an oil on canvas painting by world renowned photo realistic artist, Harold James Cleworth. The museum quality lithographs are available in two sizes, both framed and unframed and all are hand signed by Peter Fonda. For details on the entire line of Fonda-White Productions products call (406) 586-0104 or check them out on-line at: www.fondawhite.com.

Get Horny

Sick of the look of that stock horn? Rick Doss and Custom Chrome to the rescue! In just minutes you can upgrade to the cool custom look of these horn and cover kits. There are four distinctive styles to choose from, and each kit includes a high-impact, chrome-plated ABS plastic cover with universal fitment, and a 12-volt, 3 1/2-inch diameter horn. Hell, why choose? Put all four horns on your scoot and they'll really know you're comin'. Available at dealers everywhere or call Custom Chrome at (800) 729-3332, or visit their Web site at: www.customchrome.com.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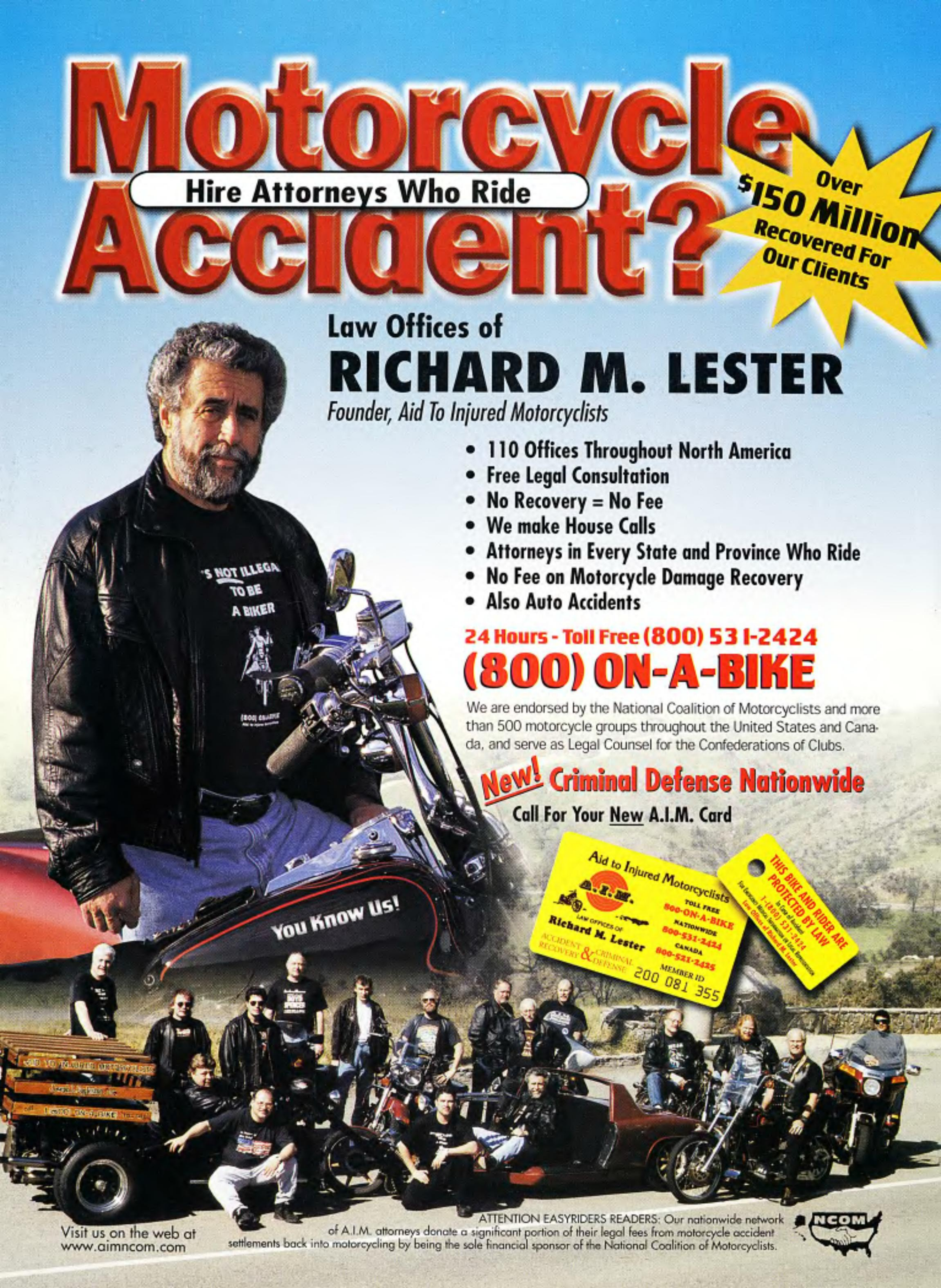
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NCOM

32 Daze

A Whirlwind Ride To The Winner's Circle

For Delilah Burry, the 883 Hugger was her personal introduction to all things Harley. Primed to putt, her faithful ride made it around a corner or two before kissing the Canadian asphalt. ➤

Yeah, like none of us ever dumped it at low speeds. Hey, you pick it up and go for Round Two.

But in this case, Delilah went a few extra rounds. Seems she'd actually wanted a big twin all along, but at 5-foot-nothing, her feet couldn't reach the ground sitting astride a Heritage Softail ... so, when the repair opportunity presented itself, her husband, Scott, suggested that they change a few things ...

Six hours later, there was a bare frame surrounded by parts. Next day, that frame was in Scott and Delilah's paint shop (D&B Custom Motorcycles), with her anxious hands beginning a nose-to-toes remolding job. Scott began lining up FLST parts left and right, convinced that he could make them fit. He modified the triple trees to accommodate the required turning radius, cut the fender mounts, remounted the gas tank to fit the wiring underneath (using quick connects), filed all the fittings on the chrome handlebars, and resoldered all the connectors.

The rear fender was cut and modified to fit around the oil bucket with a divot in it. Scott also fabricated the lower part of the inner fender into a splash guard and welded wiring tubes along the inside. Not too shabby for a guy's first field stripping and rebuilding. But at this point, you're falling asleep with tech details, so let's get on to the really interesting lowdown—the paint.

"I did it in three to four days," Scott recalled. "I shot the candy orange, and Delilah sprayed all the pearl white. I clear-coated everything, wet sanded and polished the bike, and used →

HARLEY-DAVIDSON
Beautiful British Columbia
AUG 97

HARLEY-DAVIDSON

stock Harley decals. I was up until 3 a.m. doing all the finishing touches for a bike show at 11 a.m. the next day ... and the pinstriping still hadn't been laid down. I was back at it by 10 a.m., doing it in 45 minutes, freehand with a camel's hair brush. It took 31 days, 23 hours, and 45 minutes to build this bike, and the last 15 minutes were nerve-wracking. The paint was still drying as we loaded the bike into the truck."

Delilah and Scott had agreed to disagree on the motorcycle's construction, paint, and design, and they shared in the workload all the way—all the way to first place at the Flamingo Hotel's Show and Shine Bike Show in Surrey, British Columbia. And, yeah, that's li'l Miss Delilah herself astride the Heritage knockoff. You'd never know she dropped this bike in its previous stock version, but you can be damn sure that this one has stayed upright since.

—Captain Trash

Owner: Delilah Burry
City: Burnaby, British Columbia

General
Fabrication: D&B Custom Motorcycles
Year/make: 1996 H-D
Model: 883 Sportster Hugger
Assembly: D&B Custom Motorcycles
Chroming: Dependable Plating

Engine
Year/model: 1996 Evo Sportster
Rebuilder: Mongoose Machining, D&B
Ignition: Accel
Displacement: 883cc
Lower end: stock
Pistons: Wiseco forged 9.5:1
Cases: stock
Heads: polished
Cams: H-D
Carb: stock
Pipes: H-D
Modifications: S&S-style air cleaner

Transmission
Year: 1996
Modifications: polished case

Paint
Molding: D&B Custom Motorcycles
Painter: Scott, D&B
Color/type: candy orange, pearl white/urethane base, clear
Special paint: pinstriping by Scott

Frame
Year/type: 1996 swingarm
Builder: H-D
Modifications: molding by D&B

Accessories
Bars: FLH
Handlebar controls: chromed
Fenders: FLST modified, added early-style fender lamp and fender trim
Headlight: FLST, 7-inch
Taillight: beehive
Speedo: Custom Chrome vintage
Pegs: Ness Twister
Foot controls: Ness
Electrics: hidden, D&B
Gas tank: 3.5-gallon sportbob
Oil tank: stock
Seat: Corbin antique leather
Mirrors: 3-inch, Chrome Specialties
Grips: Ness Twister

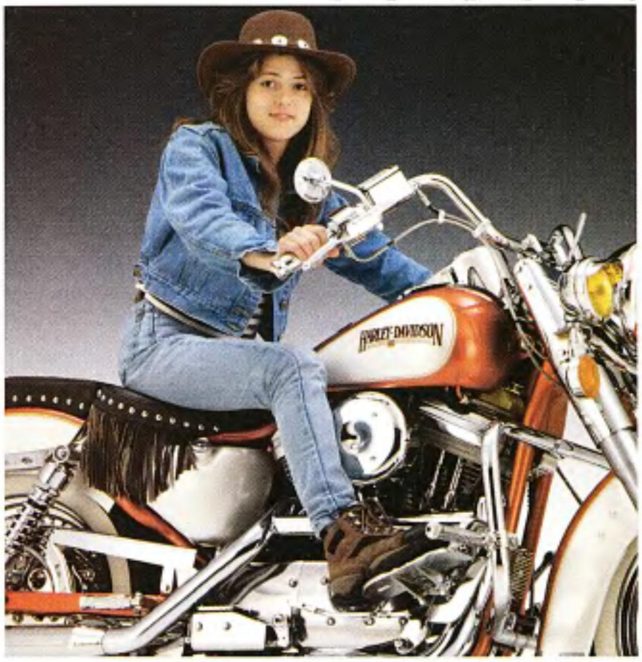
Forks
Type: FLST
Builder: H-D
Modifications: 1-inch under, modified FLST triple trees to fit Sporty frame by D&B

Wheels

Front
Type: chromed
Size: 16-inch
Tire: Dunlop
Brakes: Ness 4-piston

Rear
Type: stock, chromed
Size: 16-inch
Tire: Dunlop
Brakes: Ness 4-piston

Photos: Raiko Hartman



1999 BIKER RESOLUTION

I hereby resolve to wave at all bikers on the road, unless they don't wave back and then I'll SHOOT the shitheads!

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

Toys For Tots Drive
Date: December 5
Place: Kenai Chapter
Info: (907) 776-8148

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Toy Run
Date: December 5
Info: (520) 425-6609

Toy Run
Date: December 5
Info: (520) 378-4335

Salvation Army Food Run
Date: December 6
Place: Bashful Bandit, Tucson
Info: (520) 881-9706

Yuma H.O.G. Toy Run
Date: December 12
Place: Yuma
Info: (520) 782-1931

Toy Parade
Date: December 12
Place: Tucson
Info: (520) 745-6326

Toy Run
Date: December 12
Info: (520) 758-6049

Toy Run
Date: December 20
Info: (602) 247-7748

Bashful Bandit Pot Luck
Date: December 20
Place: Tucson
Info: (520) 881-9706

New Year's Day Ride
Date: January 1
Info: (602) 789-9702

Easter Seal Society Benefit
Date: January 17
Place: Tucson
Info: (520) 881-9706

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Toys For Tots Parade
Date: December 5
Place: Little Rock
Info: (501) 562-6336

ABATE Dist. 4 Toy Run
Date: December 6
Place: Tontitown
Info: (501) 751-0435

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Toy Run
Date: December 6
Place: Sacramento
Info: (916) 442-4727

Toy Run
Date: December 6
Place: San Luis Obispo
Info: (916) 442-4727

Toy Run
Date: December 6
Place: Los Angeles
Info: (916) 442-4727

ABATE/H.O.G. Toy Run
Date: December 6
Place: Ontario
Info: (909) 985-4095

Holiday Jacket Drive
Date: December 12
Info: (916) 442-4727

Convalescent Run
Date: December 12
Place: Merced
Info: (916) 442-4727

L.A. Skid Row Toy Run
Date: December 13
Place: Glendale H-D
Info: (818) 246-5618

Ventura County Toy Run
Date: December 13
Info: (805) 494-3287

Ventura Swap Meet
Date: December 13
Info: (805) 650-6777

Cow Palace Swap Meet
Date: December 13
Info: (916) 442-4727

Toy Run
Date: December 13
Place: Bakersfield
Info: (916) 442-4727

Citizen Run
Date: December 19
Place: Antioch
Info: (916) 442-4727

Toy Run
Date: December 20
Place: Lancaster
Info: (916) 442-4727

Blanket Run
Date: December 20
Place: San Diego
Info: (916) 442-4727

COLORADO
ABATE of Colorado
Info: (303) 659-6374

ABATE Santa Sled Run
Date: December 5
Info: (303) 772-5252

Rocky Mountain H.O.G. Toy Parade
Date: December 6
Info: (303) 762-8450

Toys For Tots Parade
Date: December 6
Place: Freedom H-D
Info: (303) 283-0425

Ron & Dan's Toy Run
Date: December 12
Info: (393) 280-1520

Dist. 15 Christmas Party
Date: December 19
Place: Erlacher's Lounge
Info: (303) 659-6374

Last Brass Monkey Run
Date: December 31
Place: Oil Can Harry's, North Glenn
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Home Run
Date: December 6
Info: (302) 697- 1883

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Brevard County Toy Run
Date: December 6
Info: (407) 452-3377

ABATE Toy Run
Date: December 13
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 1 Christmas Dinner
Date: December 5
Info: (404) 294-8900

District 10 Toy Run
Date: December 5
Info: (404) 294-8900

Savannah Toy Run
Date: December 5
Info: (404) 294-8900

Bike/Street Rod Toy Run
Date: December 5
Place: Athens
Info: (404) 294-8900

Christmas Dinner
Date: December 9
Info: (404) 294-8900

Dist. 15 Toy Run
Date: December 12
Info: (404) 294-8900

Dist. 2 Christmas Party
Date: December 12
Info: (404) 294-8900

Dist. 4 Christmas Party
Date: December 12
Info: (404) 294-8900

Swap Meet/Bike Show
Date: December 13
Info: (706) 342-4543

District 1 Caroling Bikers
Date: December 19
Info: (404) 294-8900

Dist. 10 New Year's Party
Date: December 31
Info: (404) 294-8900

HAWAII
Street Bikers United (SBU) of Hawaii
Info: (808) 842-5530

SBU Kickoff Party
Date: December 4
Info: (808) 521-2487

Koa Puna Ho O Laulea Rodeo
Date: December 5
Place: Honolulu
Info: (808) 521-2487

All Harley Drags
Date: December 5
Place: Campbell Raceway Park, Honolulu
Info: Roy (808) 521-2487

Toys for Tots
Date: December 6
Info: (808) 521-2487

Santa On A Harley
Date: December 19
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Toys For Tots Ride
Date: December 6
Info: (309) 343-6588

So. Suburban ABATE Family Holiday Party
Date: December 19
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

ABATE Toy Run
Date: December 5
Place: Clinton County
Info: (317) 422-8040

Christmas Party
Date: December 5
Place: Allen County
Info: (317) 422-8040

ABATE Toys for Tots
Date: December 5
Place: Lake County
Info: (317) 422-8040

Region 11 Christmas Party
Date: December 5
Info: (317) 422-8040

Christmas Party
Date: December 5
Place: Montgomery Co.
Info: (317) 422-8040

ABATE Toy Run
Date: December 6
Place: Tippecanoe Co.
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: December 6
Place: Fulton County
Info: (317) 422-8040

ABATE Reg. 13 Toy Run
Date: December 6
Info: (812) 886-6943

ABATE Toys for Tots Run
Date: December 12
Place: St. Joseph County
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: December 12
Place: Jasper/Newton Co.
Info: (317) 422-8040

Operation Care
Date: December 12
Place: Lake County
Info: (317) 422-8040

ABATE Reg. 9 Toy Run
Date: December 12
Info: (317) 422-8040

Reg. 3 New Year's Dance
Date: December 31
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE Dist. 15 MDA Toy Run/ Roadkill Chili Feed
Date: December 5
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

KMA/KBA Toy Run
Date: December 5
Place: Scott County
Info: (502) 868-5173

KMA/KBA Toy Run
Date: December 5
Place: Northern District
Info: (606) 261-9244

KMA/KBA Toy Run
Date: December 5
Place: Owensboro
Info: (502) 683-4329

KMA/KBA Kid's Home Toy Run
Date: December 5
Place: Northern Ky. Children's Home
Info: (606) 261-9244

Charity Bike Show
Date: December 5-6
Info: (800) 68-CYCLE

KMA/KBA Toys For Tots Run/ Christmas Party
Date: December 12
Place: Bowling Green
Info: (502) 622-6953

New Year's Eve Party
Date: December 31
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Cajun Chapter Toys for Tots Run
Date: December 5
Info: (800) 393-5966

Christmas Toy Run
Date: December 6
Place: River Parish Chap.
Info: (888) 892-2669

Bros Club Monthly Ride
Date: December 6
Place: Pit Stop, Jefferson
Info: (504) 328-2928

ABATE Toy Run for Magnolia School
Date: December 13
Place: New Orleans
Info: (800) 431-7231

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

State Swap Meet
Date: December 6
Info: (810) 739-3156

Reg. 7 Christmas Party
Date: December 12
Info: (734) 326-5897

Reg. 18 Christmas Party
Date: December 12
Info: (734) 326-5897

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

ABATE Toy Run
Date: December 5
Place: Brookhaven
Info: (601) 835-0865

Central Chapter Toy Run
Date: December 13
Info: (601) 892-5437

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

Gateway Bike Bash
Date: December 5
Info: (314) 771-7100

Gateway
Christmas Party
Date: December 19
Info: (314) 771-7100

MONTANA
ABATE of Montana
Info: (406) 434-2473

Roaddogs &
Houndstooth
ABATE Toy Run
Date: December 13
Info: www.roaddogs/calendar.html or e-mail at info@roaddogs.org

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Elko Toy Run
Date: December 5
Info: (702) 738-3682

Winnemucca Toy Run
Date: December 5
Info: (702) 623-0466

Iron Crossmen Toy Run
Date: December 6
Info: (702) 870-6121

End of Year Party
Date: December 12
Info: (702) 870-6121

Battle Mountain Toy Run
Date: December 12
Info: (702) 635-5260

Run for the Money
Date: December 13
Info: (702) 474-7777

Clubhouse Tavern Biker New Year's Party
Date: December 31
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

Tres Rios Christmas Party
Date: December 12
Info: (505) 326-7002

Tularosa Basin Toy Run
Date: December 13
Info: (505) 437-0589

NEW YORK
ABATE of New York
Info: (607) 387-3433

ABATE Toy Run
Date: December 5
Place: Bloomington
Info: (914) 331-2385

Christmas Party
Date: December 12
Info: (914) 888-5357

Christmas Party
Date: December 13
Info: (716) 934-7497

ABATE Toy Run
Date: December 19
Place: Rensselaer
Info: (518) 732-4086

Christmas Party
Date: December 19
Info: (914) 331-2385

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
Reg. 16 Christmas Party
Date: December 5
Info: (800) 252-4537

Reg. 8 Christmas Party
Date: December 5
Info: (800) 252-4537

Reg. 3 Christmas Party
Date: December 5
(800) 252-4537

Reg. 13 Kids Christmas Party
Date: December 12
Info: (800) 252-4537

Reg. 11 Christmas Party
Date: December 12
Info: (800) 252-4537

Reg. 16 Christmas Party
Date: December 12
Info: (800) 252-4537

Reg. 15 Christmas Party
Date: December 12
Info: (800) 252-4537

ABATE Christmas Party
Date: December 12
Info: (800) 252-4537

Lingerie Show/Party
Date: December 14
Info: (800) 252-4537

Iron Eagle Inn Christmas Party
Date: December 19
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Tulsa Toy Run
Date: December 13
Info: (918) 832-0391

Muskogee New Year's Eve Party
Date: December 31
Info: (918) 682-4060

OREGON
ABATE of Oregon
Info: (503) 285-4329

ABATE/Shriner's Toy Run
Date: December 5
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
Rhode Island Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

Rock Hill Toy Run
Date: December 5
Info: (803) 283-0819

Lancaster Toy Run
Date: December 12
Info: (803) 283-0819

Oconee County Toy Run
Date: December 12
Info: (864) 647-8729

Horry County Toy Run
Date: December 19
Info: (803) 650-4044

Christmas for the Children Toy Run
Date: December 20
Place: Laurens County
Info: (864) 682-5012

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Liberty Toy Run
Date: December 6
Info: (409) 536-3387

Toy Run
Date: December 13
Place: Ellis County
Info: (972) 723-3434

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Christmas Party
Date: December 12
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Olympia Toy Run
Date: December 5
Info: (360) 412 0506

Toy Run to benefit YWCA Women's Shelter
Date: December 12
Place: Tacoma
Info: Marty Lee
(253) 474-7152

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Motorcycle Riders Foundation
Info: (202) 456-0983
Web site: www.xmission.com/~mrf

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Athens H.O.G. Christmas Party
Date: December 5
Info: (304) 737-1397

Capital City H.O.G. Toy Run
Date: December 5
Info: (800) 258-2464

Tubby's Custom Cycle Toy Run
Date: December 12
Place: Poca
Info: (304) 755-3330

ABATE Tyler-Wetzel Christmas Party
Date: December 12
Info: (304) 547-5495

Ghost Riders Toy Run
Date: December 12
Place: Wyoming County
Info: (304) 547-5495

Toy Run
Date: December 13
Info: (304) 547-5495, (304) 737-1397

ABATE Logan/Boone Christmas Party
Date: December 19
Info: (304) 547-5495
(304) 737-1397

Gallipolis H.O.G. Early New Year's Eve Party
Date: December 26
Info: (304) 547-5495

Gallipolis H.O.G. Polar Bear Run
Date: January 1
Info: (304) 737-1397

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
(307) 687-0459

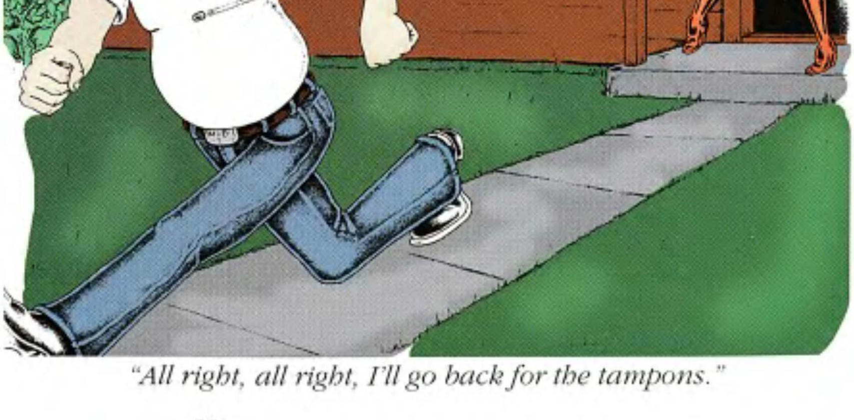
ABATE Christmas Parade
Date: December 5
Info: (307) 687-0459

Christmas Party
Date: December 19
Place: American Legion
Info: (307) 266-6522

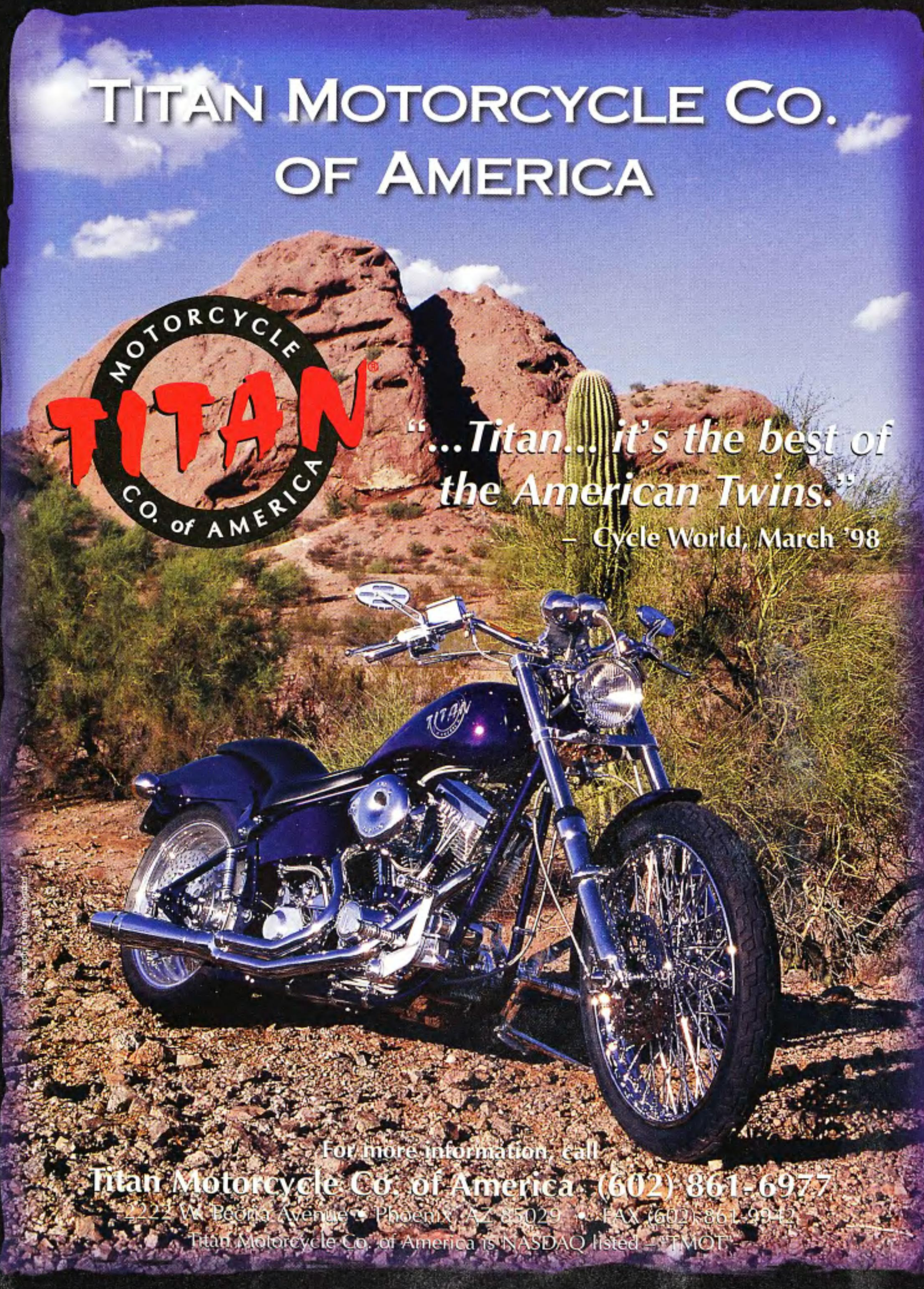
EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Moto Classica '98
Date: December 5-6
Place: Bürstadt, Germany
Info: 001 49 0 6245 905 241

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.



"All right, all right, I'll go back for the tampons."



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Easynews

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alliance

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Easyriders, Inc., forging strategic alliances with the manufacturers of American motorcycles

Easyriders, Inc., (AMEX-EZR) is proud to announce that it is in the process of creating exciting new alliances with the makers of made-in-America "hybrid" motorcycles. Bill Prather, CEO of Easyriders, Inc., says, "Prior to becoming a public company, Easyriders has enjoyed a wonderful relationship with major brands of American motorcycles and we sell many of these brands in our Easyriders Stores. Now, as Easyriders, Inc., we intend to build a strong commitment to these companies and step forward together on the same two-wheeled road through advertising, marketing, sales, rentals, events, and more."

Earlier this month, Easyriders, Inc., announced the first such alliance with Bikers Dream stores, who handle Ultra motorcycles. In a press release by Bikers Dream, Prather was misquoted and comments, "It was never our intention at Easyriders, Inc., to imply in any way that we are limiting our search for an alliance to any one company or bike manufacturer; nor to imply that any one brand of motorcycle is superior in our eyes—the consumer will make that decision. Easyriders has always and will always remain neutral in our shared love for all-American motorcycles. That said, we are very energized and will be announcing our formal alliance with several manufacturers of quality lines of bikes in the near future."

believe it or not!

No, We Aren't Kidding

Honda's motorcycle air bag tests

Who but the researchers at Honda would have come up with air bags on bikes? At the 16th Enhanced Safety of Vehicles Conference held in Windsor, Canada, June 1-4, a formal presentation by Honda R&D consisted of a paper titled "Exploratory Study Of An Air Bag Concept For A Large Touring Motorcycle." The presentation, made by S. Iijima, of Honda R&D Company, Ltd., included the following abstract:

One type of protection system, a motorcycle-mounted air bag, has been researched in various countries since the 1970s. Recently, Honda has focused its motorcycle air bag research on one particular concept aimed at: reducing rider ejection speed, maintaining stability of the rider on the air bag, minimizing sensitivity to motorcycle impact angle, minimizing sensitivity to motorcycle or opposing vehicle shapes, application to motorcycles which have a mass much larger than the rider mass, realizing a practicable air bag size and location, and consideration of running and impact motions of motorcycles.

A prototype air bag system for a Honda GL 1500 was designed. The prototype system was evaluated using full scale impact tests and computer simulation procedures based on ISO 13232, across a range of car impact configurations, with a 50th percentile male MATD dummy. Results indicate some prototype air bag benefits and potential adverse effects. Factors not yet considered include: other sizes and positions of riders, small and step-through motorcycles, and reliability.

In part, the impetus for this type of device comes from safety engineers attempting to reduce rider injuries from the first of two impacts created in a motorcycle crash: when the motorcycle and the other object collide, and when the rider impacts the ground surface. Impact tests were conducted; some of the findings are as follows:

Photo: Steven Zimmer

Honda GL 1500 with prototype air bag system.

In 10 of the 11 tests with air bags, each air bag component functioned mechanically as expected, except in one test there was an unintended deployment. Air bag deployment resulted in: Decreased injuries in four of nine test pairs; increased injuries in two of the nine test pairs; little or no injury change in three of the nine paired tests; relatively large injury risk-to-benefit ratios of 1 to 3 percent. There was a prototype air bag risk-to-benefit ratio of 25 percent in the nine test pairs. A more acceptable level would be in the less than 10 percent range.

Honda R&D determined that additional testing and research is needed to better evaluate the effectiveness of this type of safety device.

Info presented in this article was extracted from the paper at the ESV Conference. Copies may be obtained from the MRF: (202) 546-0983, fax: (202) 546-0986.

—Steven Zimmer, MRF

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update

A Retraction Regarding Easyriders Stock

At Easyriders we do everything in a big way and when we goof up, we do that in a big way too. Our grim collection of vultures, er ... I mean lawyers slapped us on the wrist big time for printing an article in the *Easyriders* December issue in the Easynews section entitled, "Take Stock in the Future of Biking." In the news item we mentioned that Easyriders stock is now traded on the American Stock Exchange as EZR for the world to buy, sell, trade, etc. We here at Easyriders want you to know that we, as a company, are not suggesting that you rush out in a buying frenzy to purchase our stock. The idea was just to announce, in a semi-humorous way, that Easyriders, Inc., is now a publicly traded company on the American Stock Exchange.

OK, that said, here's a disclaimer from our friends, the vultures ... uh, I mean lawyers. **"The news item featured in the December issue of *Easyriders* regarding our stock was for information purposes only and should not be considered as an offer to sell, or a solicitation of an offer to buy our stock, nor should it be considered as investment advice."** There. Now we can all sleep at night. —*Ed.*

industry news

Excelsior-Henderson's First Shareholders Meeting

Recently, in Belle Plain, Minnesota, Excelsior-Henderson Motorcycle Co. held its first shareholders meeting where they donated more than $7,000 to the Scott County food bank from proceeds of the sale of T-shirts.

Over $65,000 in apparel, including commemorative "Road To Glory" T-shirts, were sold at the event. Excelsior-Henderson expects to put the first production scoot on the street in the last quarter of 1998.

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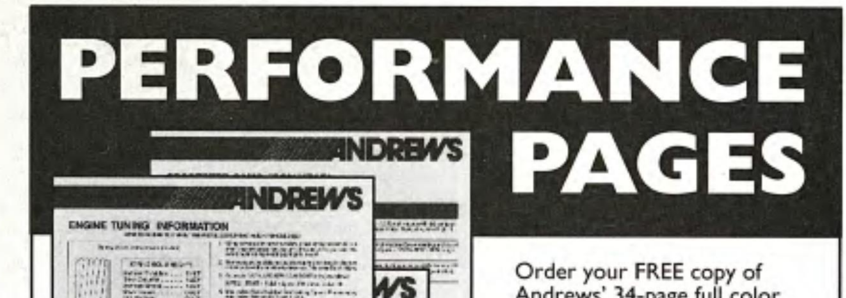

short strokes

Durango Bound

The mercury is bouncing off the top of the globe these days, so where do I pick to point a new 88-inch, fuel-injected dresser this weekend? You guessed it... **I went to Phoenix** to see a brother who just got nabbed by the diabetes bug. From the land of molten pavement, I'll fly to Durango for a day to party in Ignacio for the Four Corners Run. Needless to say, I will maneuver the web of interstates between Los Angeles insanity and the desert in the dead of night. A shot of Jack, an all-black Ultra, a black T-shirt and vest, and I'm gone. Let's get to the news so I can pack and get the hell out of here...Little Eddie from Lake Havasu City, Arizona, is planning the **30th Anniversary *Easy Rider* movie ride** to celebrate. "Me and a pack of friends are riding to New Orleans. We leave Lake Havasu City on May 8, 1999, and six days later pull into the land of Mardi Gras and gumbo. In the movie, Wyatt and Billy were headed for the Mardi Gras event in March. Well, I hate to pop the bubble, but it's colder than shit in February, so we're going in May. Hell, we'll have our own Mardi Gras. We'll party for three days in the Big Easy and then down a cup of espresso and wander back to reality. We're gonna travel a chunk of the original route, including a good stint on old Route 66. I'm no fuckin' tour director, but if you want to come along, you are welcome." For info on times and dates call Eddie at (520) 453-9742...I want to take a moment to congratulate the five motorcycle enthusiasts who were inducted into the **National Motorcycle Museum Hall Of Fame:** Arthur Davidson, Walter Davidson, William S. Harley, and William A. Davidson, the Harley-Davidson Motor Company founders, were inducted into the Industrial Category. Ed Youngblood was inducted into the Leadership Category as a staff member of the AMA since September of 1970. He is currently the president. Clifford "Cliff" Boswell was inducted into the Promotional Category for his two decades of work as a veteran contributing writer in several magazines and as the master of motorcycle camping.

Famous racer Joe Leonard was inducted into the Competition Category for his legendary Grand National Championships in the '50s, and even in Indy cars in the '70s. This year the National Motorcycle Museum and Hall Of Fame moved to a new facility. Much of the credit for this move goes to John Parham of J&P Cycles. For more info about the museum, write to P.O. Box 602, Sturgis, S.D. 57785, or call (605) 347-4875. Make a donation; I'm trying to get this company to contribute $10,000 so we can have a room dedicated in our name. Someday I hope to have one of my motorcycles displayed there in Sturgis, our homeland...And from the product department, Joe Palcher, the **renowned polymer-chemist** who actually created the incredibly successful Armor All in his spare time, has developed what he calls the ultimate polish for motorcycles, ATVs, jet skis, snowmobiles, or anything that takes abuse. The new substance is called JP24...Education breeds understanding, so here's a tidbit about **Russian hamsters** (the animals). When females are pregnant, they can sometimes attack and hurt the males and need to be kept in separate cages. Also, Russian hamsters need to be handled every day in order to stay tame. God, I hope there are no Russian hamsters around here...And for our political **poll of the month**: 93 percent of Americans would vote to ratify the First Amendment today, and 90 percent said people should have the right to express unpopular opinions. But 75 percent didn't think public speech that might be offensive to racial groups should be allowed. And 53 percent said people shouldn't display art that some might find offensive. Forty-seven percent wouldn't allow songs with distasteful lyrics, and 42 percent wouldn't allow tobacco advertising. So much for the First Amendment...**Iowa lawmakers** had to rewrite a law aimed at stopping prostitution and cruising at highway rest stops. They originally made it illegal to have sexual contact at any public facility. After they passed the law, someone figured out that the governor's mansion was a public facility, and if the governor and his wife ever had sex, they'd face a year in prison for each, uh, encounter...Finally, a note from the factory. Harley-Davidson contributed a record amount, $3.5 million, to the Muscular Dystrophy Association (MDA) in 1998. The company raised more than a quarter of the $3.5 million during the 95th Anniversary Reunion in June. Since 1980, when H-D joined MDA as a national corporate sponsor, the company has raised more than $28 million—congratulations...Well, I'm back from the Phoenix/Four Corners road trip. Nice ride—more stable than dressers I've ridden in the past and the fuel-injected power train pulled well, although my mileage hit a high of 36 mpg and a low of 28 mpg (see story, page 147). I don't think the girls liked the two-wheeled Winnebago I straddled, but I made it in six and a half hours one way and six hours, 45 minutes on the way back. Hell, she was waiting, I couldn't fool around. Ride forever.

—Bandit

new law *Get Ready*

National I.D.

With the blessing of the Clinton Administration, and much like a snake who silently slithers in on its disgusting belly under the guise of, "it's good for the American people," our government really pulled a fast one on us. A national I.D. system will become law in the U.S. by the year 2000, and requires all DMVs nationwide to take fingerprints before you can obtain a driver's license.

It was conveniently passed by Congress in 1996, unbeknownst to the majority of the American public. You may ask yourself: How could this have happened without our knowledge? Simply stated, our elected lawmakers went behind our backs and quietly buried this unconstitutional if not anti-American item in a Defense Appropriations bill. And this isn't even the tip of the iceberg with what our government has planned for us.

Only Alabama has successfully fought the law, but will be forced to submit to it by Oct. 1, 2000. As motorcyclists, if you think for one minute that this issue isn't going to effect us, then just wait until this "Sign of the Beast" get its claws into our lifestyle. Nuff said ... at least for now. *—Twiggy*

Definition of bilingual education*: being frenched by twins.*

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celebrity hogs

The Crow

Rides A Big Dog

You know about The Crow? You know, the dead dude who must walk the earth an undead force for vengeance, wearing Alice Cooper make-up and riding a cool black chopper? PolyGram Television has brought the macabre character to the small screen in *The Crow, Stairway To Heaven*. The series stars Mark Dacascos as Eric Draven and also features a Big Dog Pitbull as the long and lean muscle bike that roars with The Crow through action-packed martial arts derring-do each episode. Bet this will be a boon to Big Dog sales ... but do we have to wear the makeup?

global news

News from around the bikin' world

Apparently you can only get your kicks on **Route 66** as long as your kicks don't include running over cows. The law states that you will be considered at fault for any accident involving cattle and your motor vehicle.

Saudi Arabia's recently opened H-D dealership must close three times a day for prayer. The nation also prohibits women from riding motorcycles.

Bikers in the **Land Down Under** may be forced to install front license plates to their bikes thanks to Australia's Parliament Committee for Road Revenue. They said motorcyclists were currently enjoying immunity from roadside speed cameras, which are unable to record license plate numbers on bikes as they do on cars. Bikers are much more likely to speed, so this means the potential for revenue earnings is greatly reduced. —*Twiggy*

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California
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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
South Coast Harley-Davidson, 345 E St., Chula Vista
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado
John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders of Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders of Atlanta, Unites E&F, McDonough

Illinois
Walter's Bros. H-D, 1212 S/W Jefferson St., Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders of Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders of New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine
Easyriders Minneapolis, 904 19th Ave. South, Minneapolis

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders of Albuquerque, 4101 Menaul Blvd., Albuquerque

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
H-D of Hempstead, 4 Laurel Ave., Hempstead
Evo Cycle, 125 Middle Country Rd., Coram
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Gene Lummus H-D, 1000 U.S. 70 E., Swannanoa
Easyriders of Greensboro, 106 College Rd., Greensboro
Easyriders of Charlotte, 2317 South Blvd., Charlotte

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield

Ontario, Canada
Easyriders of Ontario, 621 Hespeler Rd., Cambridge, (800) 266-6332.

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville

South Carolina
Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders of Houston, 12899 Westheimer, Houston

Tennessee
Easyriders of Memphis, 6045 Shelby Oaks Dr., Memphis

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Departure Bike Works, 5216 Hull St., Richmond

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Chrome Horse Custom Cycle, 233 S. 1st, Shelton
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

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Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

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There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

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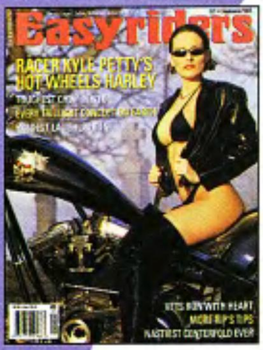

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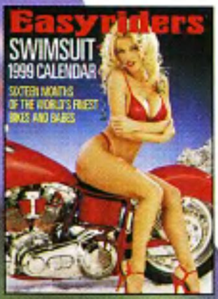

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BAR TALK TRANSLATIONS

WHAT DRUNK FOLKS REALLY MEAN WHEN THEY SAY ...

We've all been there. You're in your favorite watering hole and a sexy Sheila slides by you on the way to the can, squeezing her tight buns across your intoxicated manhood. She smiles wistfully and says, "Excuse me." You think she means, "Let's hump in my Volvo," when she actually means,

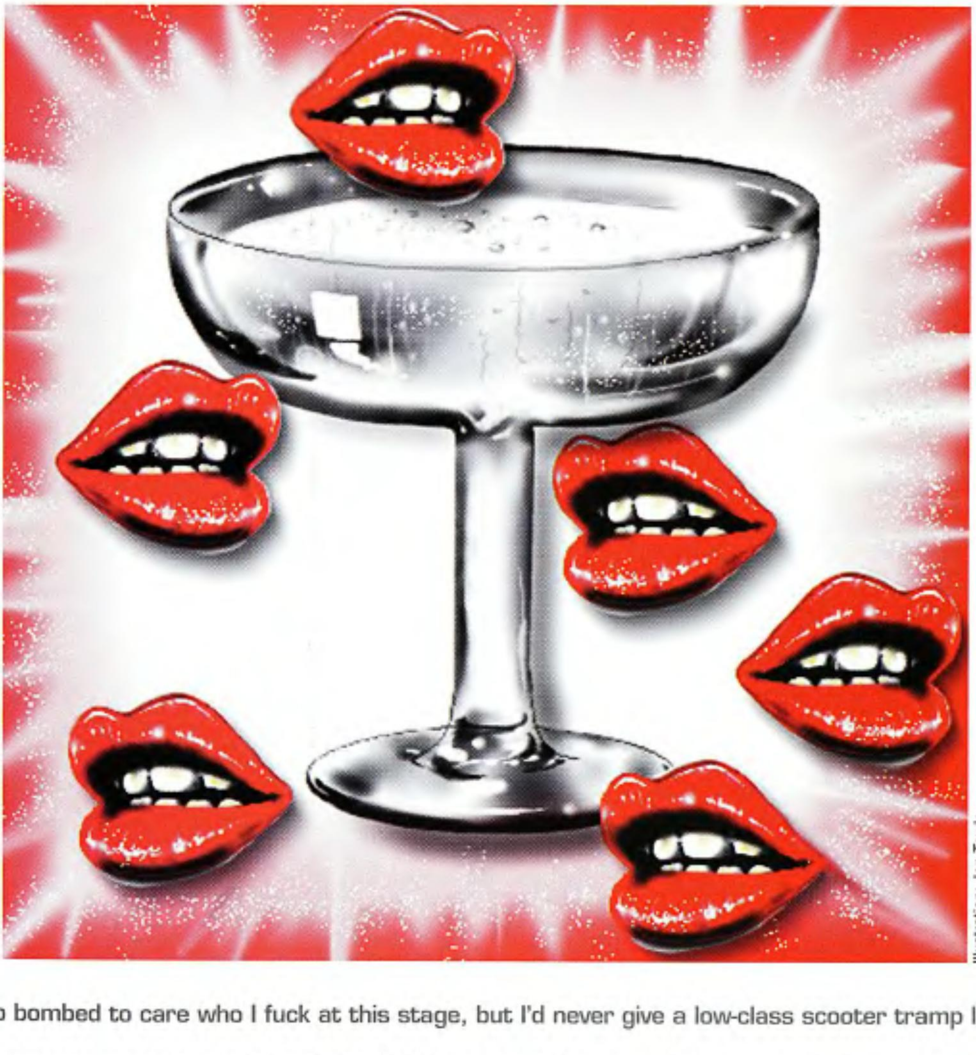


Illustration: Jon Towle

"I'm too bombed to care who I fuck at this stage, but I'd never give a low-class scooter tramp like you a second glance in the light of day." Well, to straighten out all these miscommunications before they get started, or you get slapped senseless, *Easyriders* presents our guide to Bar Talk and

what they really mean when they say ...

"No, really, I'm OK to drive."
—I'm wasted, and I am too embarrassed to have anybody see who I'm going home with.

"I'm not used to these darts."
—I'm not used to throwing anything smaller than a pool cue when I'm this bombed.

"Let's go out to my car and get some cigarettes." (male to female)
—You would look great face down in my lap.

"Want to check out my new car stereo?" (male to female)
—I have a cattle prod and some 30-weight in my back seat.

"You get this one; next round is on me."
—We won't be here long enough to get another round.

"I'll get this one; next one is on you."
—Happy hour is about to end. Drafts are now a dollar, but by the next round they'll be $4.50 a pop.

"I haven't seen you around here for a long time."
—You stuck-up little bitch ... too good for your old friends?

"Hey, where's that friend of yours?"
—I have no interest in talking to you except as a way to get your attractive friend into a compromising position.

"Let's get out of here."
—I just dumped a half a pitcher of beer into that patchholder's helmet.

"Can I get a glass of white zinfandel." (female) —I'm easy.

"Can I get a glass of white zinfandel." (male) —I'm gay.

"Ever try a body shot?" (male to female)
—I'll even drink tequila if it means I get to lick you.

"Ever try a body shot?" (female to male)
—If this is how wild I am in the bar, imagine what I'll do to you on the ride home.

"I don't feel well. Let's go home." (female to male)
—You are paying more attention to your friends than me.

"I don't feel well. Let's go home." (male to female)
—I'm horny.

"I've had like ten beers already."
—I've only had three but need an excuse to behave this way.

"Who's got the next round?"
—I haven't bought a round in almost three years, but I am an expert at diverting attention.

"Excuse me." (male to male)
—Get the fuck out of the way.

"Excuse me." (male to female)
—I am going to grope you now.

"Excuse me." (female to male)
—Don't even think about groping me. Just get the fuck out of the way.

"Excuse me." (female to female)
—Move your fat ass. Who do you think you are anyway? You're not all that, missy, and don't think for one minute that you are. Coming in here dressing like a ho ... Get your eyes offa my man, or I'll slap you, bitch, like the slut you are.

"I'm out of here; I have to work in the morning."
—I owe the guy who just walked in the door 100 bucks and have been avoiding him since football season.

"What do you have on tap?"
—What's cheap?

"You go ahead; I'll catch a cab."
—I already lined up a ride home with your "ex."

"That person looks really familiar."
—Did I fuck him/her?

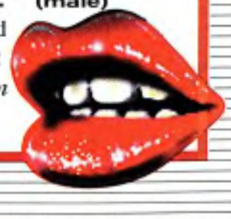
"Can I just get a glass of water?" (female)
—I'm annoying, but cute enough to get away with this.

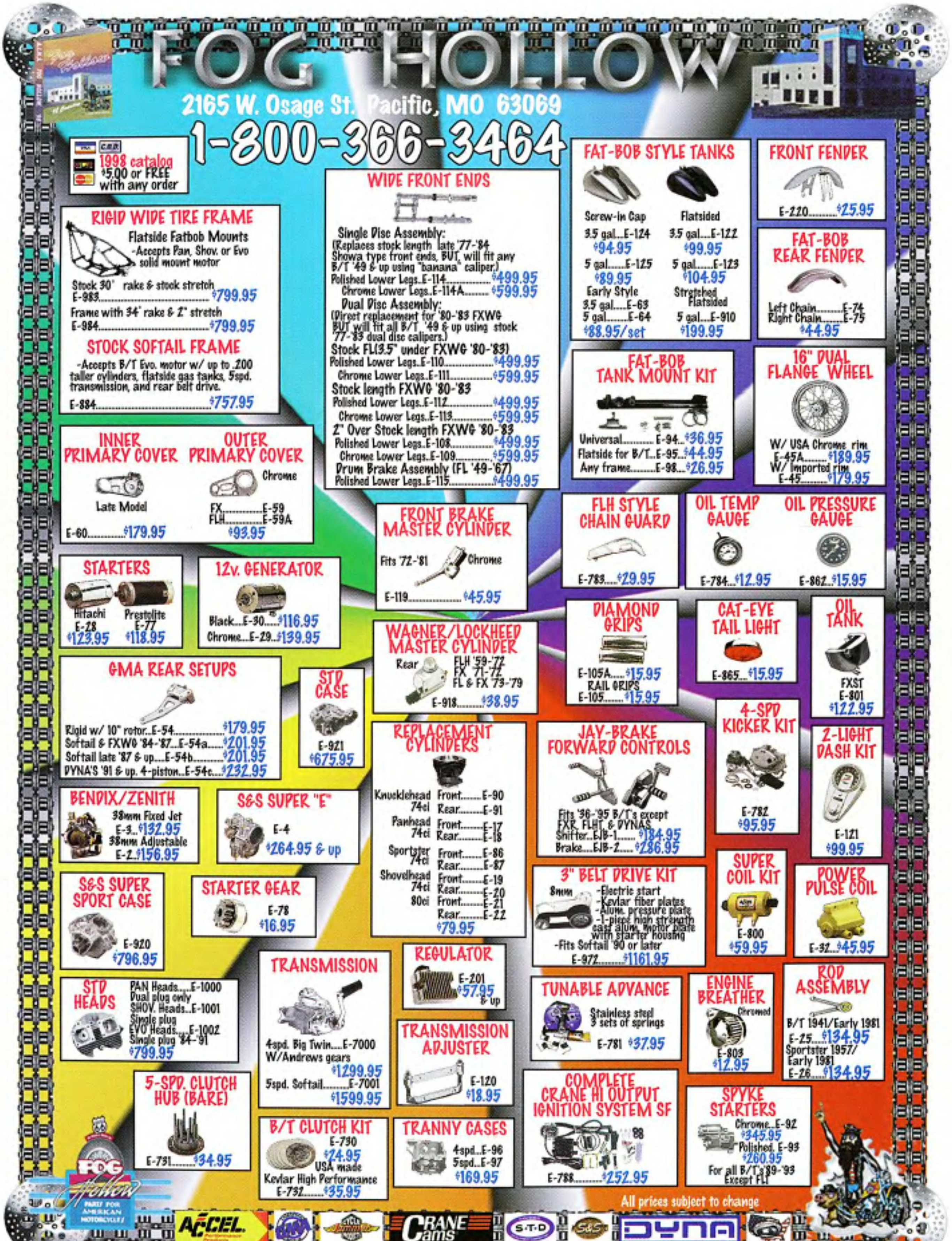
"Can I just get a glass of water?" (male)
—It's 6 a.m. and I just stopped drinking an hour ago. Hell, I probably dropped half of my paycheck in here last night, so it's the least you can do for me.

"Do you have any Wild Turkey?"
—I want to make my friend really sick so we can all laugh at him in the morning.

"I don't have my ID on me." (female)
—I'm 19.

"I don't have my ID on me." (male)
—I don't have a license since I got pulled over and blew a blood alcohol level of .32 after my last visit here. —*Phantom*





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Four Corners 6th Annual Iron Horse Rally of the Rides

To clear up a little confusion, The Iron Horse Rally, The Durango Run, and The Four Corners Rally are all one in the same. The rally has one other nickname as well, The Rally of the Rides, which is very appropriate. No matter what you call it or what route you take to get there, you're in for some great riding through the Rocky Mountains. ➔

The rally is headquartered in Ignacio, Colorado, at the Sky Ute Casino, located on the Southern Ute Indian Reservation, a quick putt from Durango.

To get in the maximum puttin' pleasure, the *Easyriders* crew flew into Sante Fe, New Mexico, and picked up rental bikes from Bruce and Michelle Spillman of American Spirit Motorcycle Rentals (800-978-4451). Back in the saddle again, the staffers aimed their Dunlops toward the northern New Mexico/southern Colorado horizon. The country between Sante Fe and Durango offers some of the best scenery and riding roads in the nation. There is something about the striking contrast of the red clay and the green grass and trees and exceptionally blue skies that makes it seem like God painted the area with his own watercolor set.

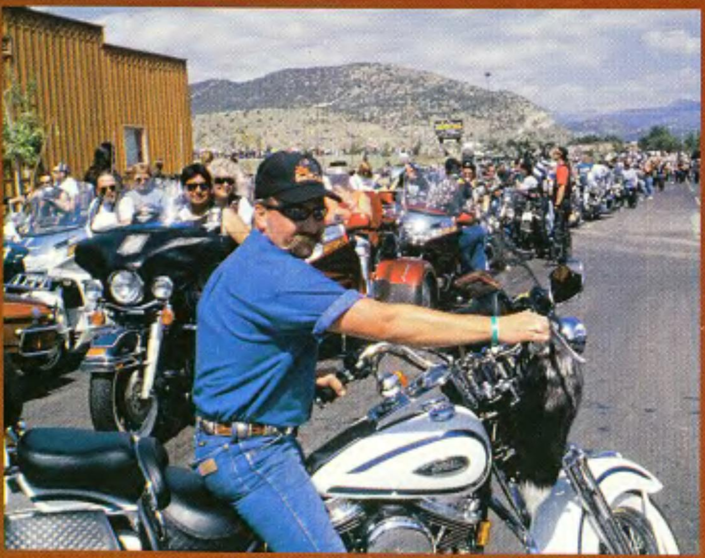
Making the most of the warm weather and lush landscape, our intrepid group managed to visit four different natural hot springs while attending the rally, including some bubbly springs in the resort town of Pagosa Springs. The town is a favorite spot for sore snow skiers visiting Wolf Creek. The hot springs are also great for soaking road-racked bones after a long day in the saddle.

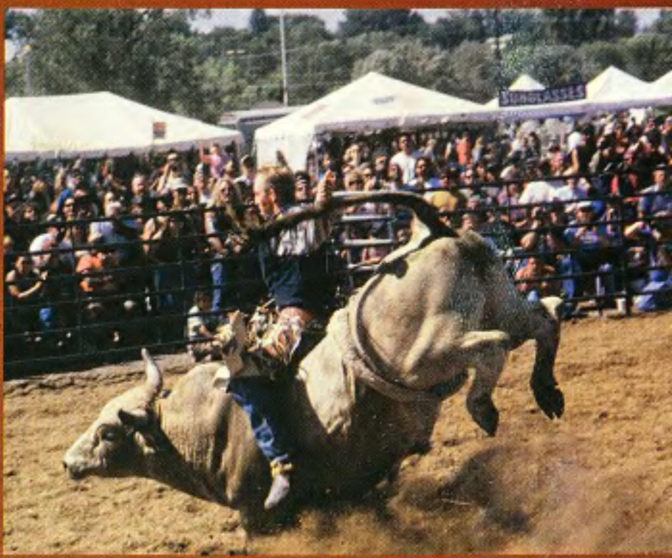
The rally officially opened Thursday morning September 3 and ran through Sunday the 6th. Monday (Labor Day), was considered a day for safe travel so people didn't have to rush home to make it to work on Tuesday.

There were lots of planned activities inside the Sky Ute Event Center over the weekend, including: bike rodeo field events, tattoo contests, a stunt show by Doug Domokos the wheelie king, a biker bull riding competition, a Harley giveaway, and airbrushing and pinstriping booths. The Hardley Angels, an all-female drill team, put on a titillating show, as did The Foxy Boxers. Also entertaining the crowds were the Southern Ute Heritage Native American Dancers and comedian Charlie Wiener. A wet T-shirt contest on Saturday night kept spirits high, and hot bands like The Voodoo Kings and official rally band Mogollon (pronounced *mug-ee-own*) played it hard and loud all weekend.

The Harley demo fleet was on hand, showing off new models with the Fathead Twin Cam engine. There were vendor booths and displays, a manufacturers' row featuring, among others, bike builders Bad Dog and Titan. The Camel Roadhouse was also there, as was a beer tent that proudly went through 375 kegs of beer over the weekend.

Outside the event center and casino





there were a number of organized runs, a bike show at the Durango mall, and a bikini bike wash at Performance Customs in Durango.

Friday morning, the official run left Ute Park, traveling along the scenic route to Farmington, New Mexico, via the Navajo dam, with a stop at Desert Sports Harley-Davidson for food and drink, then on to the Vietnam war memorial.

Saturday morning was the ride to Silverton, a real old-fashioned gold mining town. The road up paralleled the world famous Durango/Silverton narrow gauge railroad, still traveled by an antique steam engine train. This ride was very popular and a lot of fun. It took you through the mountains that separate the two towns and was well worth getting up for.

Sunday at noon was the blessing of the bikes and the parade of the iron horses from Durango to Ignacio. Sunday night featured the bike giveaways: a Fat Boy at the casino at 8 p.m. and a Heritage Softail at the event center.

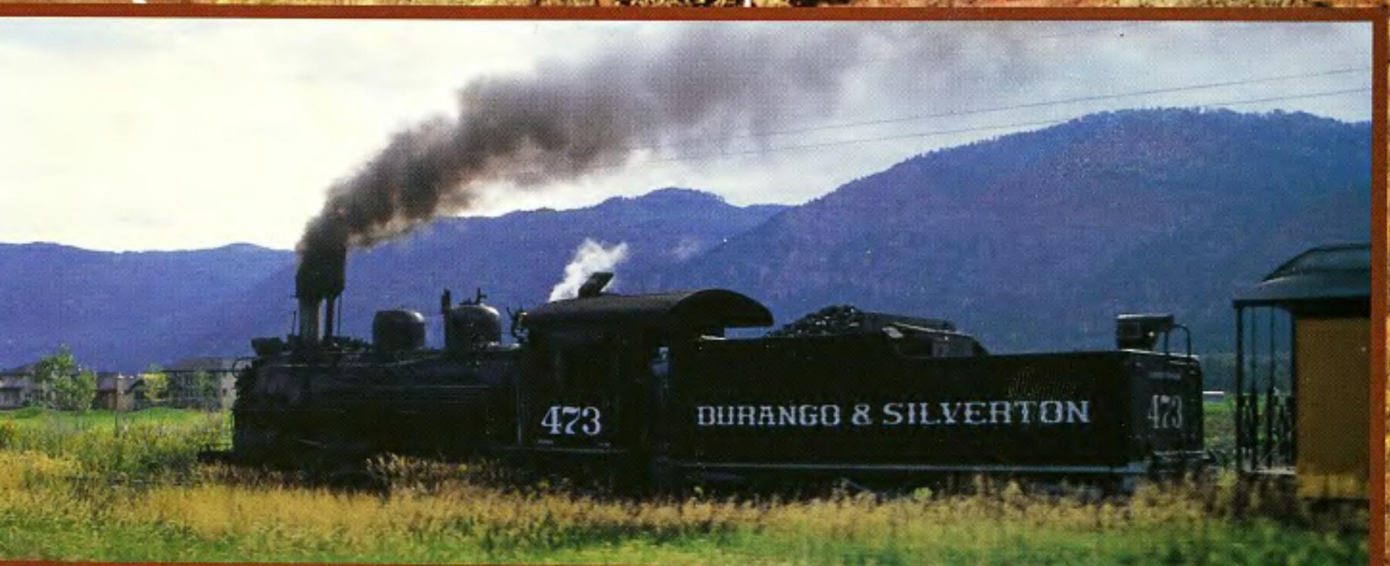
At any time, you could take one of 11 self-guided tours outlined (with good directions) in the rally guide book, which was free with your paid admission.

The Vallecito Lake Lunch Run was a shorty, just 53 miles. The run followed the Pine River north through beautiful country and wound up at Lake Vallecito at the Shoreline Inn for lunch.

The Chimney Rock loop was another quickie, just 73 miles. Along the way you got to see Chimney Rock, an interesting geological formation listed as an Anasazi Indian cultural site, as well as Capote Lake, the Piedra River, and many picturesque mountain cabins and farms.

The Historic Durango-Bakers Bridge loop was 86 miles and took you past historic downtown Durango buildings before leading you north along the Animas River and the Durango-Silverton Narrow Gauge Railroad, by the red rock cliffs across Hermosa creek, and into the San Juan National Forest. The route returned by Shalona Lake and across Bakers Bridge, where part of the movie *Butch Cassidy and the Sundance Kid* was filmed.

The Silverton-Ouray Run was 200 slow miles of pure riding heaven. Heading north out of Durango you rode into the heart of the majestic San Juan Mountains, past the Purgatory Ski Resort with its scenic chair lift and Alpine Slide. This run tested your scoot's mettle, with two mountain passes over 10,000 feet and a backdrop of 14,000-foot peaks, sheer rock cliffs, grassy meadows, sparkling streams, and wild waterfalls. →



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WELCOMES
THE RETURN OF
THE IRON HORSE

You may even have found yourself riding alongside the famous Narrow Gauge Railroad, snaking its way to Silverton. If you're ever in the area, be sure to drop a kickstand at the Bear Creek Waterfall on the left just before you get to the town of Ouray. Make sure you have lunch while in Ouray; this town is called the Little Switzerland of America. Ouray also has the most incredible lithium hot springs you'll ever encounter—106 degrees of weary biker-soaking pleasure. They are so big, you could put 500 people in at once for a serious hot tub party.

The Four Corners Monument Loop offered 235 miles of Native American crafts and lore as you drifted south along Navajo Lake, by the teetering boulders in Blanco, then west through Bloomfield to Shiprock, the capital of the Navajo Nation. Outstanding authentic Navajo jewelry was available at a number of trading posts along the way. You then traveled across the reservation to Teec Nos Pos, Arizona, and north to the Four-Corners Monument, where open air vendors displayed their wares. If you made this putt late in the day you were treated to an awesome sunset. Incidentally, this is the only point in the U.S. where four states touch one another, and if you put a hand and foot in all four states (Colorado, Utah, Arizona, and New Mexico) you'd find yourself in a compromising position.

The Telluride Loop was the ultimate ride—294 miles up, down, around, and through the gears on the Million Dollar Highway through Silverton and Ouray to the Victorian ski town of Telluride. The run took you and your scoot crawling and gasping for air over Lizard Head pass (friggin' cold, even in the summertime), skirting the Dolores River for miles, then by the storybook farms in Mancos. These roads were made for riding. On narrow twisties and wide sweepers you experienced all the splendor of the Colorado Rockies: majestic pinnacles, clear mountain streams and waterfalls, fields of wildflowers, and historic mining towns.

The usual mayhem went on during the rally. Two happy campers won the bikes, an amazing set of 19-year-old tits won the wet T-shirt contest, a couple of custom bikes won awards in the bike show, a few cowboy bikers won field events, and a crazy sonuvabitch won the bull riding contest. There were even a few chicks that managed to knock the tops off some of the competition in the Foxy Boxing competition, and a →

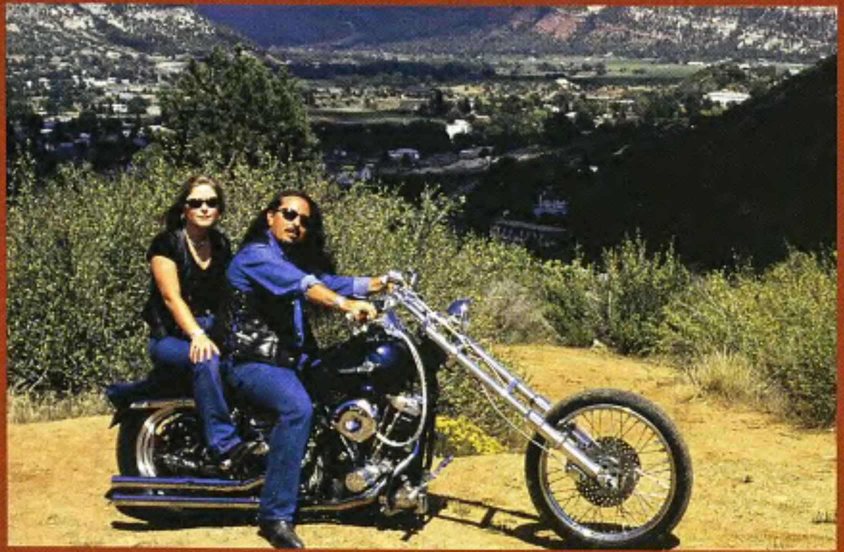
few people walked away with trophies in the tattoo competition. The real winners of the weekend were the people who ventured out into the gorgeous countryside to breath some fresh air and see the spectacular sights. They were rewarded with pictures and memories to last a lifetime.

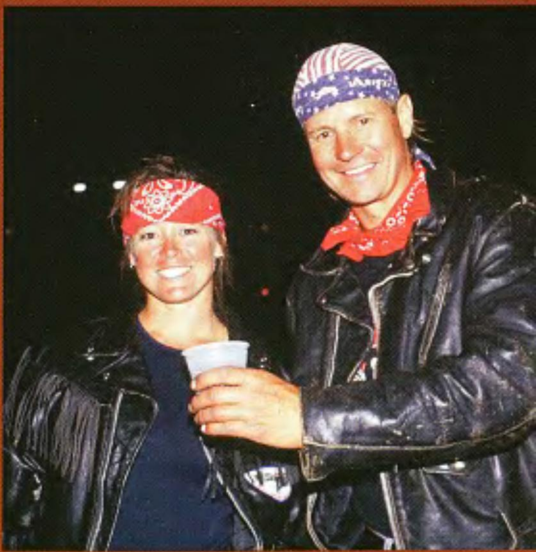
Exactly 22,300 arm bands were sold this year with a guess-timated 6,000-8,000 other people attending the rally but not entering the event center. This made for about 30,000 fun-loving bikers. The rally is growing every year and has, to date, donated more than $300,000 to human service charities like women's shelters and programs for children.

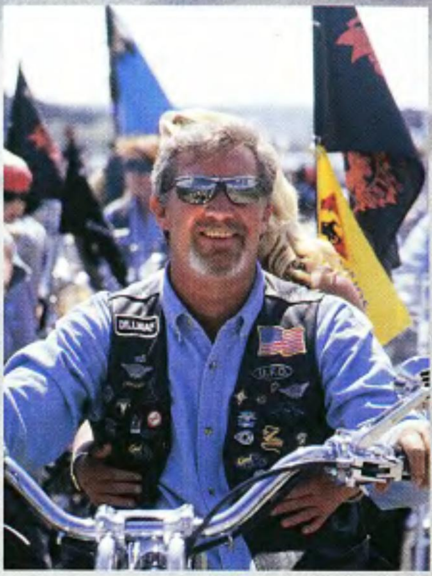
The single biggest cost to the rally ($40,000-plus) is the cost of additional law enforcement. Kelly Davis of the Laplata County Sheriffs Department and Allan TeBrink, captain of the Colorado State Patrol, are both working hard to have the cost of additional law enforcement built into the budgets of those departments and paid for by the taxpayers, so the rally can give all that money to the charities. Extra raisin pie for those guys!

We'd like to thank Warren Bernard, Mike Lovato, and Crystal Ferrigan for their help with background information and the Southern Ute Tribe and Chairman Clement J. Frost for accommodating 30,000 motorcyclists. The entire Iron Horse Rally is staffed by volunteers from motorcyclists' rights organizations, the CMA, and many other fine folks. Our hats are off to you all. See you next year.

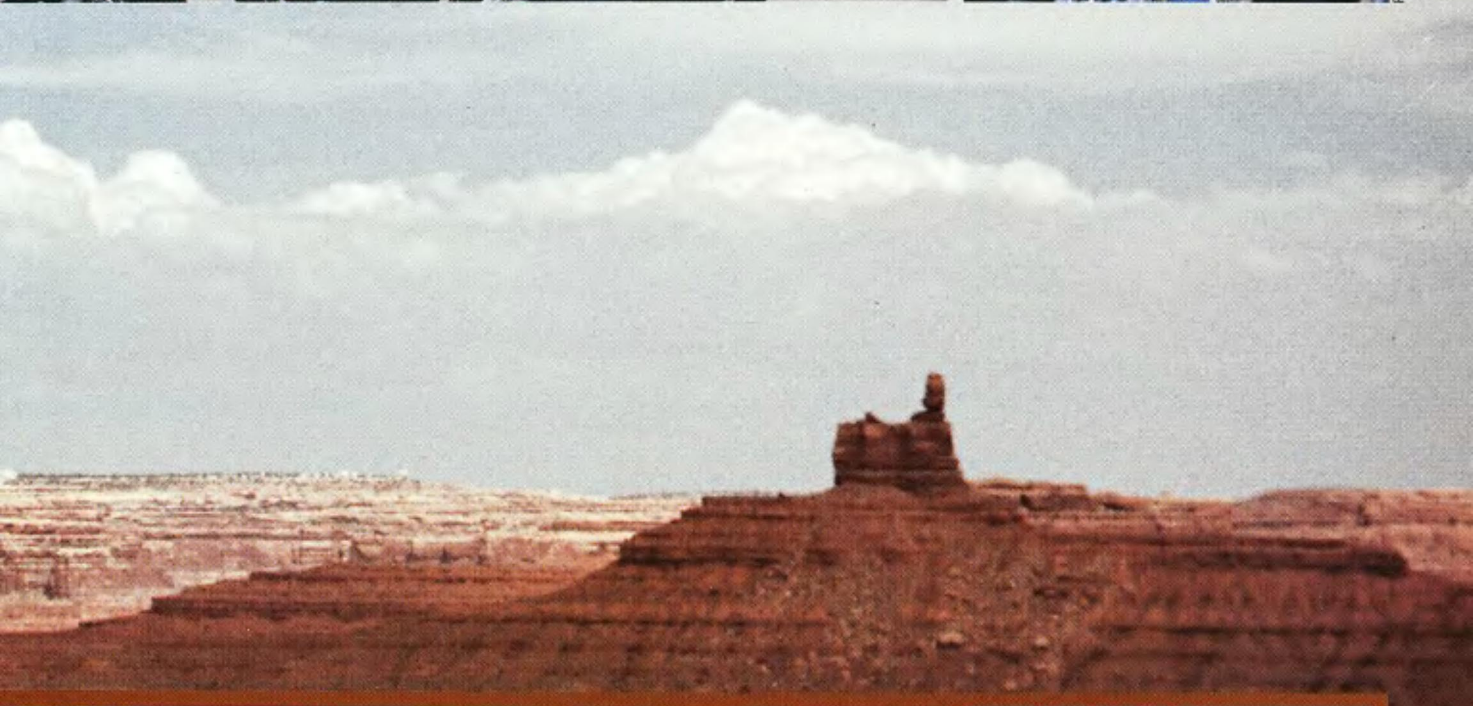
—"Strip Bar Stan" Miles

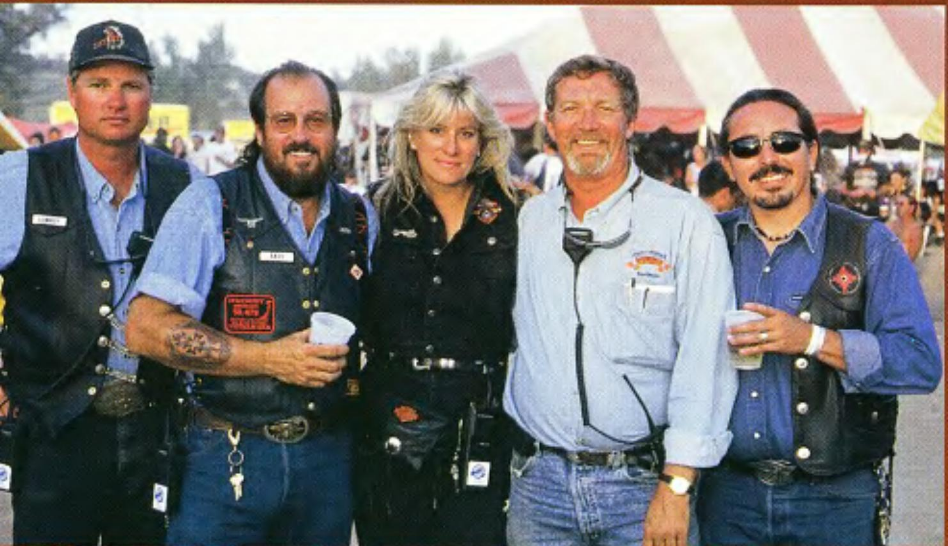






Photos: Nancy Cairns, Strip Bar Stan

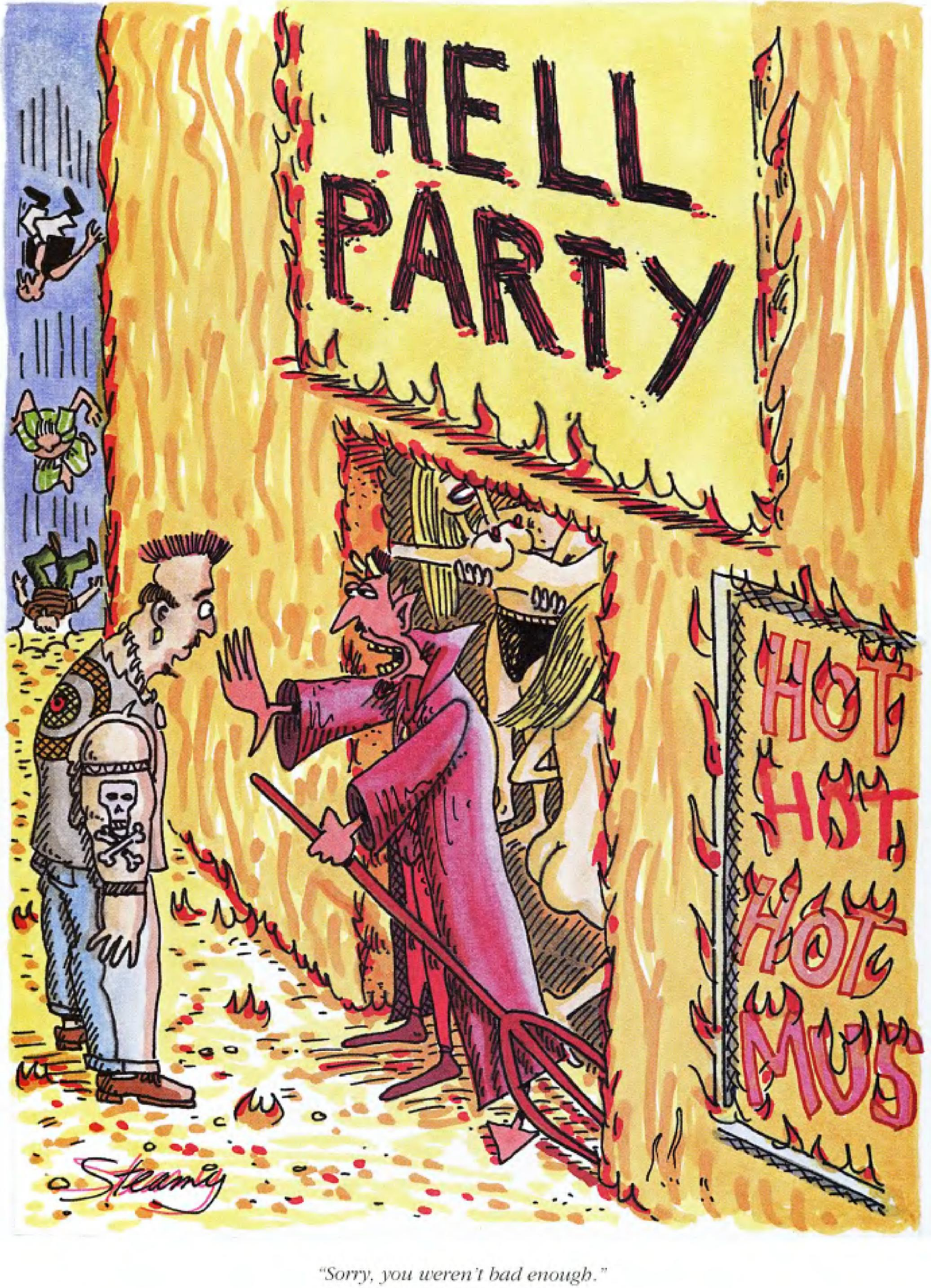




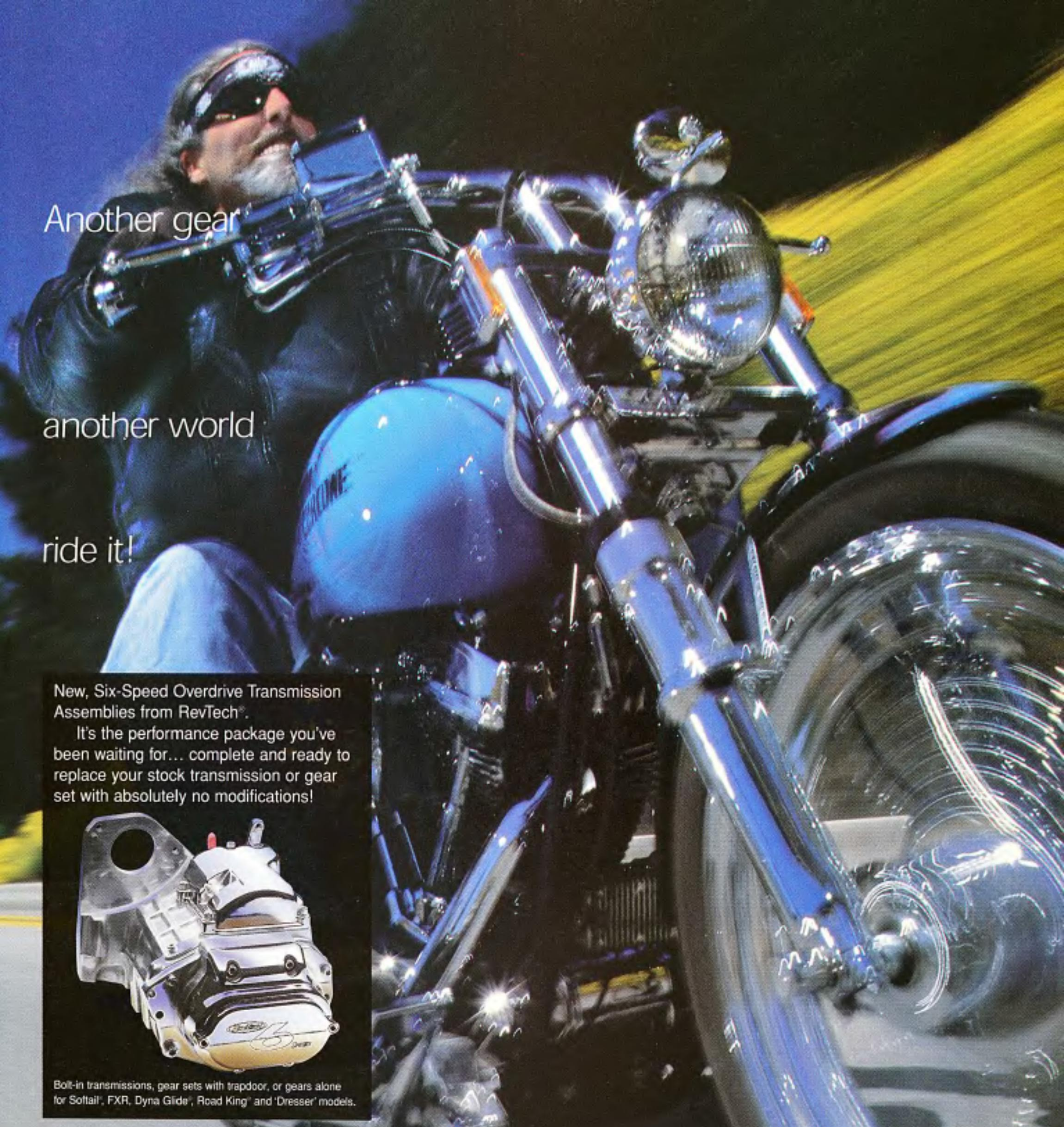
1999 BIKER RESOLUTIONS

I hereby resolve to purchase at least one shirt in the coming year that is not BLACK.

This new year I will stop (cough, hack) ... I will (wheeze, hack, spit) ... try to stop smoking (cough, hack, hack, hack!) ... Jesus!



"Sorry, you weren't bad enough."



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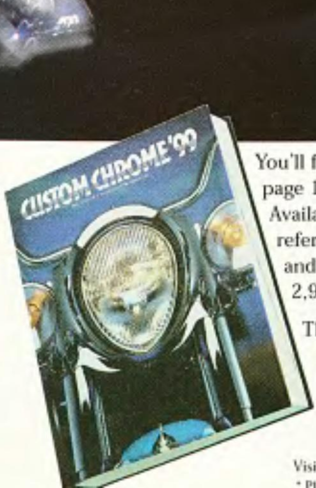

You'll find the ***RevTech® 6-Speed Transmissions*** on page 12.2 of Custom Chrome's Catalog for 1999. Available now from your dealer, it's the classic reference book with full-color printing, hard cover and over 18,000 parts and accessories… more than 2,900 appearing for the first time!

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Talking Tech

FORKIN' FREAKY

Help! I just assembled a new front end for my '94 custom rigid, and in doing so, picked up a new problem. My Softail has Progressive Suspension shocks and fork springs, and she handles great. So when it came time to rebuild the wide glide on the rigid, I threw in a set of the same springs, and yowza! I'm gettin' launched every time I hit a not-so-minor bump in the road. Could the springs be the culprit, or should I decrease the weight of the fork oil?

Wiley
Chicago, Illinois

Well, with no rear suspension, I can see how the Progressive springs might make things a little bumpy. This is not because the springs are bad pieces; it's simply that the spring rate is too aggressive for a rigid. Try stock springs and experiment on varying weights of fork oil. Heavier oil affects the rebound more than lighter oil does. This is after the fork has absorbed the bump (compression) and it begins to rebound back to its normal position. Try those two things and I think you'll be much happier.

MORE BELT BLUES

After scouring hundreds of bike mags, I've not been able to locate an Evo Sportster open primary belt drive kit. Could you explain any pros or cons of such a conversion and advise us readers of a supplier's name and address. Also, I need a supplier who has a kit for the conversion of a wide swingarm for mounting a 180 or 200 rear tire on a stock late-model Sportster. Lastly, who makes a small 8-inch front disc?

Thomas J. Penton
Coleman, Florida

It's gonna be tough to find an open primary belt drive for your Sporty, but if anyone can accommodate you it would be Phil Ross at Super Max: (805) 548-6000. As for a wide tire conversion kit for a stock Sporty frame, call William Soileau at Zoomer Manufacturing: (281) 647-6065. Another option is Chopper Guy's: (707) 557-2400. They have a wide drive FXR frame that will handle up to a 200 with a chain drive. So consider this: They have successfully installed Sportster power plants in this frame and the result is the enjoyment of all the FXR frame has to offer with the compactness of the Sporty engine. Add to this the ability to run the fat rear tire and also to have something very different from the norm. CG also has billet steel Sporty swingarms, but they are for stock applications as far as I know. For small brake discs (even smaller than 8 inches) call Slater Bros. at (509) 924-5131. They sell Brembo calipers, rotors, and all brake-related hardware you might need. Brembo makes an extensive line of calipers in many sizes in cast iron and stainless steel.

DECAL DILEMMA

Help! I'm looking for stock decals for a 1979 FLH. Harley says they are obsolete. Can you tell me where to get them?

Rex McKinney
Madisonville, Kentucky

Check out Custom Chrome's 1998 catalog, pages 16.22 and 16.33. They have a variety of tank decals and emblems that may fit your application. All the same, I'm gonna throw this one out to the readers and we'll see if anyone has some spares they can part with to get ya going.

CLUTCH CURE?

I've got a 1978 Sporty 1000 and my lady wants to ride, but the clutch lever is way too tough for her to operate. The cable is new, the clutch plate spacers are new, the clutches are Barnett, and everything else is original. Any suggestions?

Steve
Harrisburg, Pennsylvania

The best thing I can suggest is calling Barnett (562-941-1284) to see if they have any springs that might make it easier on your lady's shifting hand. You could always convert to late-model ('82-'95) hand controls so that you could use an AMP Power Clutch unit. Late model controls are becoming more common at swap meets, and I picked up a set recently for about $40 complete. Then all you would need is for Barnett to make you a special cable and you'd be back in business.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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For Evo & Shovel
Spirit of Freedom™ Engines
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American Made by Nostalgia
TORQUE VALVES For Shovel & Evo
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RR001516
STACKED DUALS—2" NOW FOR EVO & SHOVEL!
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Includes Baffles, Heavy Duty Support Brackets
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252-00 Straight cut / 252-20 For 84-★ FXR Slash cut
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For 70-83 FX (Will not fit FL models w/floorboards)
20% Applied
SLASH CUT PIPES
1104 S/cut,1¾"........84-★ FXST $111.95
1125 S/cut,1¾"........82-83 FXR $119.95
1203 S/cut,1¾"..........70-83 FX $111.95
1303 S/cut,1¾ w/ or w/o kickstart ....70-84 FL,FLH $135.95
1120 S/cut,1¾.....86-★ Evo Spt $111.95
11-062 S/cut,1¾"....79 XL only $111.95
3000-00R S/cut,1¾"93-★ D/G $127.95
ALL MID-FORK & WIDE FORK TRIPLE TREE KITS 25% Off
$299.95
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Rocker Boxes (2) For 66-83 FL, FX $299.95 (N) w/o internals
17502-66C chrome
17502-66P Polishd
Dual Crossover For Softail& Shovel $395
Muffler optional
20% Applied
800-00 For 84-★ FXST Shovel Models
850-00 For 70-83 FLH,FX Models
FOR SHOVELHEAD 70-83
CROSSOVER DUAL EXHAUST
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850-15 70-83 FLH, FX $106.95
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2703 ....For 57-74, 76 XL $216.00
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17-550 ....For 82-★ FXR $280
17-565 4-spd BT 58-86,86-89 $374.95(N)
17-551 ....For 4-spd 86-90 XL $263.95
17-545 ....For 5-spd 90-★ XL. $239.95
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1118 For 86-★ Evo. Spt.............................$111.95
1402 For 57-85 XL.......................................$99.95
3000-10R For 93 DG....................................$127.95
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1119 T/out,1¾" ......86-★ Evo Spt $127.95
1124 T/out,1¾"...............84-★ FXR $127.95
1202 T/out,1¾ ....70-83 FX $127.95
1125 T/out,1¾" ....Spt.Rigid $119.95
1404 T/out,1¾"............... 57-85 XL $99.95
1414 T/out,1¾" ....Spt.Rigid $119.95
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1301 Drag Pipe, 1¾"..............70-84 FX $96.95
1117 Drag Pipe, 1¾"........86-★ Evo Spt $65.95
1401 Drag Pipe, 1¾"....57-78,80-85 XL $51.95
0707 Drag Pipe, 1¾"............79 XL only $63.95
3000-00R Drag Pipe, 1¾".......93-★ D/G $65.95
20% Applied
UP SWEEP PIPES—Fishtail
1500-00 ..84-★ FXST, FLST $152.95
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1509 1¾"..............48-65 Pan $146.95
FISHTAIL
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Stainless Add $40 / Twisted Add $99.
From $264.95
CHROME SPOKE WHEELS
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40952-82S 16"stainless $332
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Fits 86-★ FXST, FXDWG, FLST
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40975-86S 21"stainless $312.
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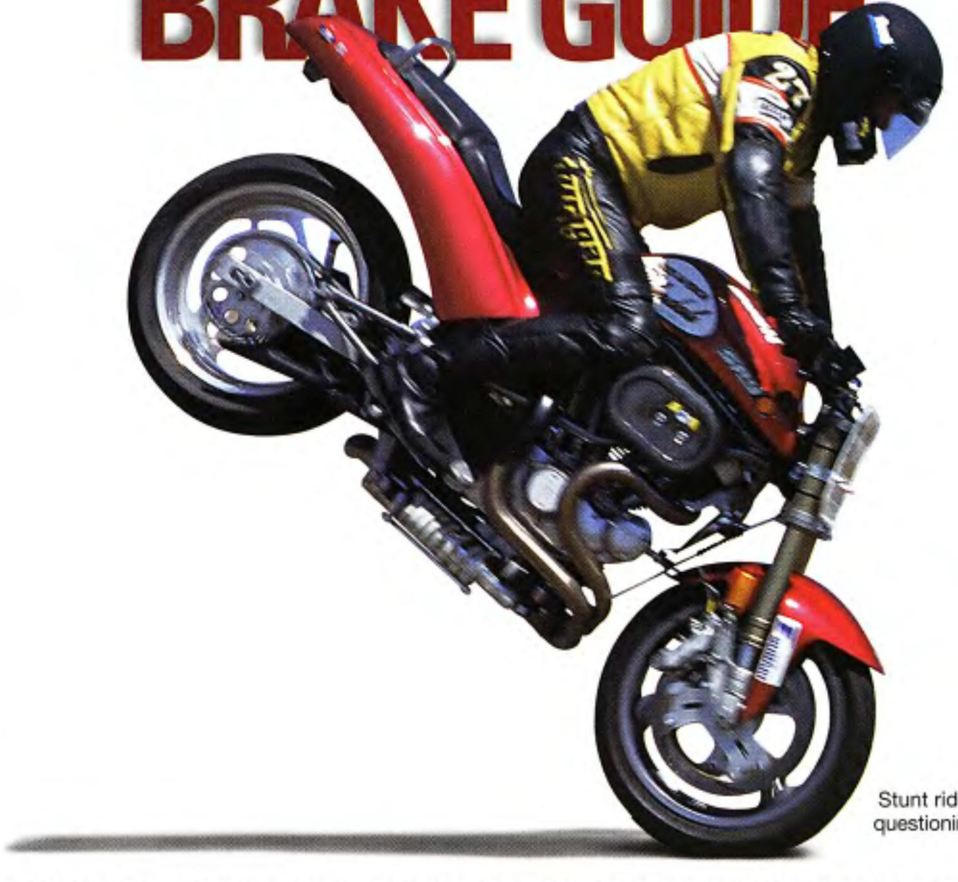
The latest in braking technology for today's rider

EASYRIDERS' ONE-STOP BRAKE GUIDE



Stunt rider François Schetelat, questioning the laws of physics. Photo: Markus Cuff

Aftermarket parts suppliers have really spoiled us in recent years, offering more high-performance engine parts than ever before. Think about it: You make a few phone calls, swipe a credit card, and you're ready to bolt on a trick induction system. Mate it to a good camshaft and a pair of high-compression cylinder heads, and you're the king of the road. Better still, you can purchase complete power plants and 5-speed trans combos that are designed and tuned to take you and your bike well beyond the limits of legal speed limits and common sanity.

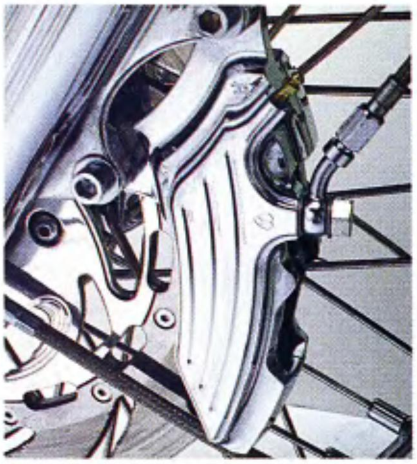
Don't get us wrong, we like to ride hard, but getting intimate with the grille of a Mack truck isn't really our idea of fun. Yeah, it's cool to make your Hog squeal once in a while, but lousy brakes on a fast bike can turn a nice cruise into one helluva white-knuckle ride!

Let's face it, most stock Harley-Davidsons are on the heavy side (really?). They come equipped with adequate factory brakes for average use, but if you occasionally like to carve some turns through canyons and mountain roads, you may soon reach their limits. When squeezing the lever after a few hard pulls, you may experience fading and that scary, "spongy" feel. As a result, your stopping distance will also increase, oftentimes urging you to contemplate the meaning of life.

To remedy these problems, aftermarket suppliers offer multi-piston caliper setups that deliver extra bite and oversized rotors that help dissipate the tremendous fade-inducing heat produced by your brakes in extreme conditions. Here we have compiled for you a selection of some of the best brake products available today for your motorcycle. There are so many, that you can be sure that one of them will fit your needs and tastes. Additionally, in the technical sidebar, you'll find a few pointers that can help you find the system that's best for your bike.

Many riders have saved their hides from some serious road rash with good performance brakes ... not to mention that they may have spared the lives of a few roadkill candidates too. You never know, you too could end up sparing a hamster, or even a useful rodent for that matter. Until then, ride hard, brake hard, and keep the rubber side down! ***—Lafayette***

ARLEN NESS



Ness-Tech/Performance Machine 6-Piston Calipers

Ness-Tech/Performance Machine 6-Piston Calipers combine Arlen Ness styling with the best brake technology from Performance Machine. These two famous names have combined their expertise and talent to give your bike unrivaled good looks and awesome stopping power. Machined from 6061-T6 billet aluminum, Ness-Tech/Performance Machine 6-Piston Calipers feature an exclusive grooved pattern design, and are available in show-quality chrome or polished. The front calipers bolt directly to your fork legs, and the rear caliper kit includes a mounting bracket to fit 1987 and up Softail models, and most Softail style custom frames. Dual disc applications require one left and one right caliper. Kits include all mounting hardware. Designed to work with Ness-Tech 11.5-inch rotors or stock rotors.

Ness-Tech Rotors

Oversized brake rotors increase your stopping power by increasing the swept area of your caliper. These Ness-Tech 11.5- and 13-inch, one-piece polished rotors are CNC machined from 410 Series stainless steel for the ultimate in detail. They'll look great on all Ness billet, precision and spoke wheels. The 11.5-inch rotors will work with all aftermarket brake systems, and the 13-inch rotors are designed for 17-inch or larger wheels. Ness-Tech rotors are an ideal complement to the Ness-Tech/P.M. caliper kits.

Arlen Ness, 16520 East 14th St., San Leandro, CA 94578
Phone: (510) 276-3395 • Fax: (510) 276-3534
Web site: www.arlenness.com

EXCEL COMPONENTS

Excel Components

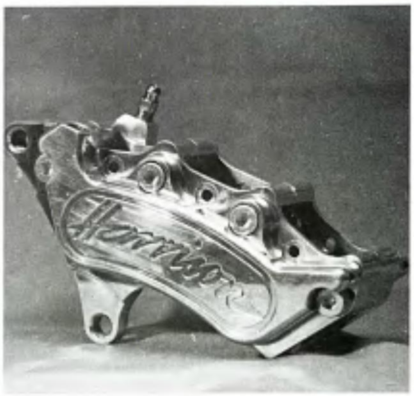
When you're looking for good brakes, the search ends with Excel Components, Inc. Excel, manufacturer of quality brake systems and handlebar and foot controls, offers its latest custom and performance 4-, and 6-piston brake calipers. These streamlined designs give you hassle-free installation on 1984-up stock Harley-Davidson front ends. Single or dual disc applications include late model FXSTs, FXRs, FXDs, and XLs. High-performance handlebar accessories are an easy bolt-on. But wait! Where are the bolts? Hidden pins and fasteners help clean up the looks of your bike.

Excel Components, Inc., 233 Market St. Lockport, NY 14094
Phone: (716) 439-4572, (888) 993-9235 • Fax: (716) 439-0117
Web site: www.excelcomponents.com

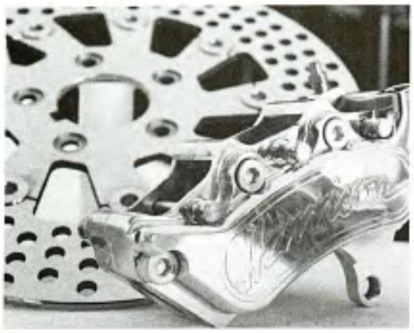
HARRISON PERFORMANCE PRODUCTS

Harrison Performance 6-Piston Calipers

Harrison Performance Products offers a complete line of trick-looking 6-piston calipers. These performance brake calipers are designed to fit 11.5- and 13-inch rotors. These "no bracket" front caliper systems are designed for Harley-Davidson applications. Weighing approximately 31 ounces, the "direct bolt-on" front 6-piston calipers will mount directly to your bike's stock fork tabs. On a technical note: the solid billet 6082-T6 aluminum allows for superior structural integrity, as well as a superior high polish finish. All Harrison performance calipers are equipped with differential valving to accommodate the fluid transfer requirements of each motorcycle application. They are also designed to operate with any original factory equipment master cylinders for impressive braking power. All of these calipers use six individual pads to reduce low-frequency, high-amplitude vibration, and will conform to disc deflection. Replacement pads are available from all pad brands.



HARRISON PERFORMANCE PRODUCTS continued



Harrison 11.5- and 13-inch Rotors

The 11.5- and 13-inch front full floating stainless discs and 11.5-inch full floating rear discs are sliced from a solid 13.5-inch diameter bar and machine-finished, both sides simultaneously. Mounted on a hardened diamond turned aluminum hub, these discs contain no nickel, and will approach ductile iron in coefficient of friction. In plain English, they'll make your bike stop on dime and spit out the change!

Harrison Performance Products
1450 SW 10th St. Delray Beach, FL 33444 • Phone: (561) 272 5238
Fax: (561) 265-1859

JAYBRAKE

JayBrake Billet Caliper

Design engineering over the past three years has led to the newest additions to the JayBrake billet caliper family. The "JaySix" 6-piston (shown here), and "JayFour" 4-piston caliper share features that make them the choice for the ultimate in style and stopping power. New features include direct bolt-on design and larger DP brake pads with progressively sized pistons, for smooth, even stopping power that matches the award-wining style and design. Jay Series calipers bolt directly onto 1984-up front applications, and rear 1987-up applications with mounting kit.

JayBrake
720 Cayuga St., Lewiston, NY 14092
Phone: (716) 754-9092
Fax: (716) 754-9419

A Few Pointers On Performance Brakes

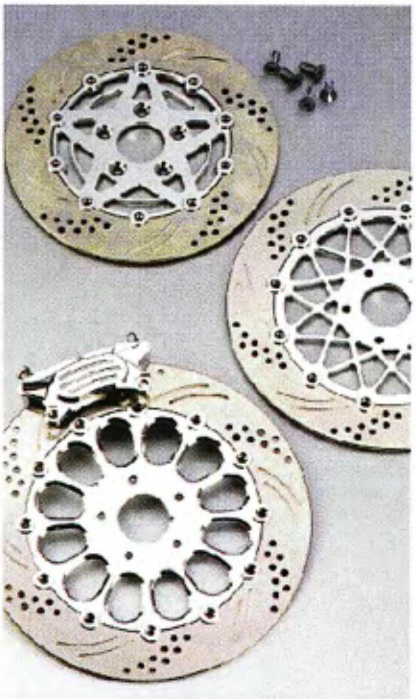
• What your stock brakes have to offer: Harley-Davidson uses single-action brake calipers and solid rotors on most of its bikes. With single-action calipers, one piston is responsible for actuating a pair of brake pads that pinch the disc to slow down the wheel. The caliper is of the floating type; it rides back and forth on pins, so it is always centered with the rotor. These pins have a tendency to wear, affecting the caliper's smooth operation. Over time, you can experience uneven brake pad wear and reduced braking power. But keep in mind that stock brakes are not all that bad—otherwise, the factory wouldn't stand behind its product.

• The skinny on performance brakes: Performance brake manufacturers generally offer dual-action calipers, equipped with multiple pistons (3, 4, 6, or 8). These are a bit more complicated and more expensive to produce since they have more moving parts, but they do provide better braking performance, accuracy, feedback, and endurance.

Dual-action calipers are bolted solid to the front forks or swingarm and have one or several pairs of opposed hydraulic pistons that actuate their own individual brake pad. In a nut shell: the more pistons, the greater the pad surface and the greater the braking power.

Some manufacturers improve their dual-action calipers with what they call differential bore pistons. It means that some pistons are larger than others. The small pistons will come into action first, followed by the larger ones, as the pressure increases at the brake lever, and more braking power is needed. This system gives the rider more progressive braking and a finer control over the brakes.

OMP



OMP Rotors

These finely crafted rotors featuring intricate, lacy details, add an exotic and stylish touch to any custom bike. Finished in either black or polished, the three designs (Star, Spoke, and Hole) are available in 11.5- and 13-inch sizes for front applications, or 11.5-inch for rear applications.

OMP Brake Calipers

Top European designer and manufacturer of a wide range of custom and performance components for the Harley enthusiast, OMP offers high-quality products with the emphasis on design. Manufactured from top-grade billet aluminum, these brake calipers are available in black anodized or polished finishes. The Custom Line (left) 4-piston calipers are available for front or rear applications. The Race Line (right) 4-piston differential bore calipers are available for front brake applications only. Replacement Kevlar or Carbon Kevlar brake pads are available for all these calipers.

Distributed in the U.S. by Eurocomponents, 1 Festiva at LionsPaw, Daytona Beach, FL 32124 • Phone: (904) 274-5729 • Fax: (904) 274-5733

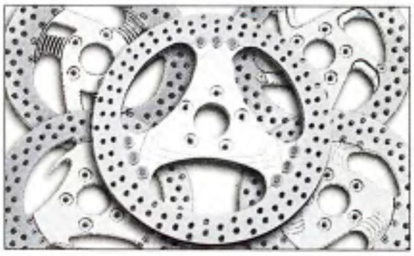
PERFORMANCE MACHINE

Performance Machine Direct Bolt-On 4, and 6-Piston Calipers

You'll get bolt-on performance with Performance Machine's line of direct bolt-on, differential bore calipers for Harley-Davidsons. The direct bolt-on line now consists of a 4-piston direct bolt-on, and a 6-piston direct bolt-on for 11.5-inch discs, and the newest addition to the line, a 6-piston direct bolt-on for 13-inch discs. These calipers have a differential bore size that compensates for uneven pad wear at high-operation temperatures by applying differential forces at the leading and trailing edges of the pads. These mighty calipers have steel threaded inserts and bolt directly to 1984-up Harley-Davidson fork legs. And, like all Performance Machine products, they have been race tested and street proven. The direct bolt-on calipers are available in standard, polish, and chrome finishes.

P.M. 11.5- and 13-inch Stainless Steel Rotors

Stainless steel is here! Performance Machine has expanded its stainless disc line to include all styles of the 11.5-inch Image Series discs and select designs of the 13-inch. Designed to match P.M.'s Fusion Billet Wheels, the Image discs now feature a high-quality 420 stainless steel band wrapped around the billet centers. P.M. stainless steel provides a disc that will not rust and, more importantly, will not squeal like lesser quality stainless discs. Not to be left out, P.M.'s traditional 11.5- and 13-inch full floating discs will now be available in stainless steel. P.M. discs offer the custom bike builder the ultimate in show-quality finish without sacrificing braking function.

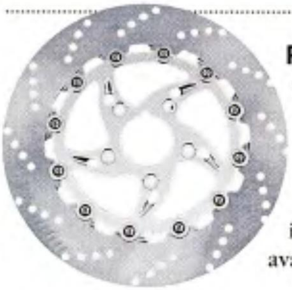


Performance Machine, Inc., 6092 Marlin Circle, La Palma, CA 90623
Phone: (714) 522-1536

PRO-ONE

Pro-One Pro-Calipers

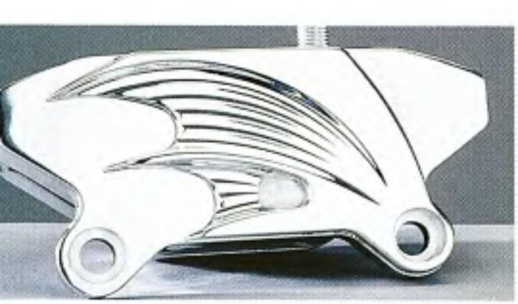
Pro-One has recently introduced a pair of state-of-the-art disc brake calipers that combine super clean looks with the ultimate in braking performance. Machined from 6061 T6 billet aluminum and featuring a glass-smooth, mirror-perfect chrome finish, Pro-One calipers are available in both 4- and 6-piston configurations. Each caliper is specifically designed for left front and right rear Softail applications. Calipers bolt directly to the factory fork leg while Pro-One offers a custom chrome bracket for '86-up Softail rear installations. Choose either the 4- or 6-piston version and provide your machine with the latest in contemporary styling and impressive braking performance.



Pro-One High-Tech Rotors

Complementing its exotic line of billet wheels and high-performance calipers are Pro-One's slick, two-piece brake rotors. Available exclusively from Pro-One and its dealers, each rotor features a stainless steel rotor, directionally vented for additional performance, and a chrome-plated billet aluminum carrier. Designed for use with Pro-One calipers the rotors measure a full 11.5 inches in diameter and are assembled using aircraft-quality, stainless hardware. These unique rotors are available in nine different style centers to match Pro-One wheel and pulley designs. Directional styles are available for left or right side applications.

Pro-One, 1715 Corrigan Ct., La Verne, CA 91750 • Phone: (909) 596-4711, (800) 884-4173 • Fax: (909) 596-5961
Web site: www.pro-one.com



RC COMPONENTS

RC Components 4-Piston Directional Calipers

Stop looking around for the ultimate performance brake package for your motorcycle! Hit the brakes once and for all with RC Components' state-of-the-art Select Series and Elite Series 4-piston directional calipers. Constructed of the finest billet aluminum available, these directional performance brake calipers will give you a much firmer feel over stock equipment, and will dramatically reduce your stopping distances.

RC Components Elite Rotors

RC Components' Elite Series floating rotors are the perfect complement to any of its distinctive custom wheels. RC has artfully combined a 410 polished stainless steel rotor band to a meticulously designed and polished billet aluminum carrier that matches the style of your wheel in every detail. The addition of Elite Series rotors to your bike make a statement that places you up front wherever you go. Available in 11.5- and 13-inch sizes.

RC Components, 140 Hunters Ct., Bowling Green, KY 42103 • Phone: (502) 842-6000 • Fax: (502) 842 9527 • Web site: www.rccomponents.com

REVTECH

RevTech Brake Calipers

RevTech brakes provide the ultimate stopping power and are available to fit most Harley models from dressers to full-blown rigid customs. They are made in the USA exclusively for Custom Chrome. Each dual-action, 4-piston caliper is meticulously CNC-machined from billet 6061 T-6 aluminum, with four 1.250-inch stainless steel pistons that provide superior stopping power. Calipers are fit with the latest high-friction brake pads to optimize performance. Each application was designed for a perfect fit and includes everything you need, including C.C. Rider DOT 5 brake fluid. Kits are available with show-quality chrome-plated calipers and brackets or polished calipers and brackets without the caliper logo.

RevTech Rotors

The new stylish Scorpion design looks great alone or with matching RevTech wheels and accessories. They're available with a classic satin finish or a highly polished finish that provides a sharp custom look on any bike. Made from #420 stainless steel, all rotors are surface induction hardened with 12-14 percent chrome content for superior wear characteristics and precision-ground for trueness. In other words, these rotors not only look great, they also deliver the goods.

Custom Chrome, Inc., 16100 Jacqueline Ct., Morgan Hill, CA • Phone: (408) 778-0500, (800) 729-3332 • Web site: www.customchrome.com

TECHNOPLUS

Technoplus Full Floating Rotors

Technoplus' front and rear full floating brake rotors feature outer discs by Russell, and come in 11.5-inch size as a replacement for stock units. They are made of stainless steel, and are available with polished, chrome, or black anodized floaters, in Star, Dolphin, Clean, and Wings styles.

Technoplus 8-Piston Calipers

Always in tune with the latest trends and technical developments in the fields of Formula 1 and motorcycle grand prix racing, Technoplus brings you these impressive 8-piston brake calipers, featuring differential bore stainless steel pistons, for a more progressive and positive braking action. Technoplus takes great pride in offering their clients the peace of mind that comes when they know they're using top-quality components.

U.S. Distributor: V-Cycles • Phone: (813) 677-0963 • Fax: (813) 677-0569
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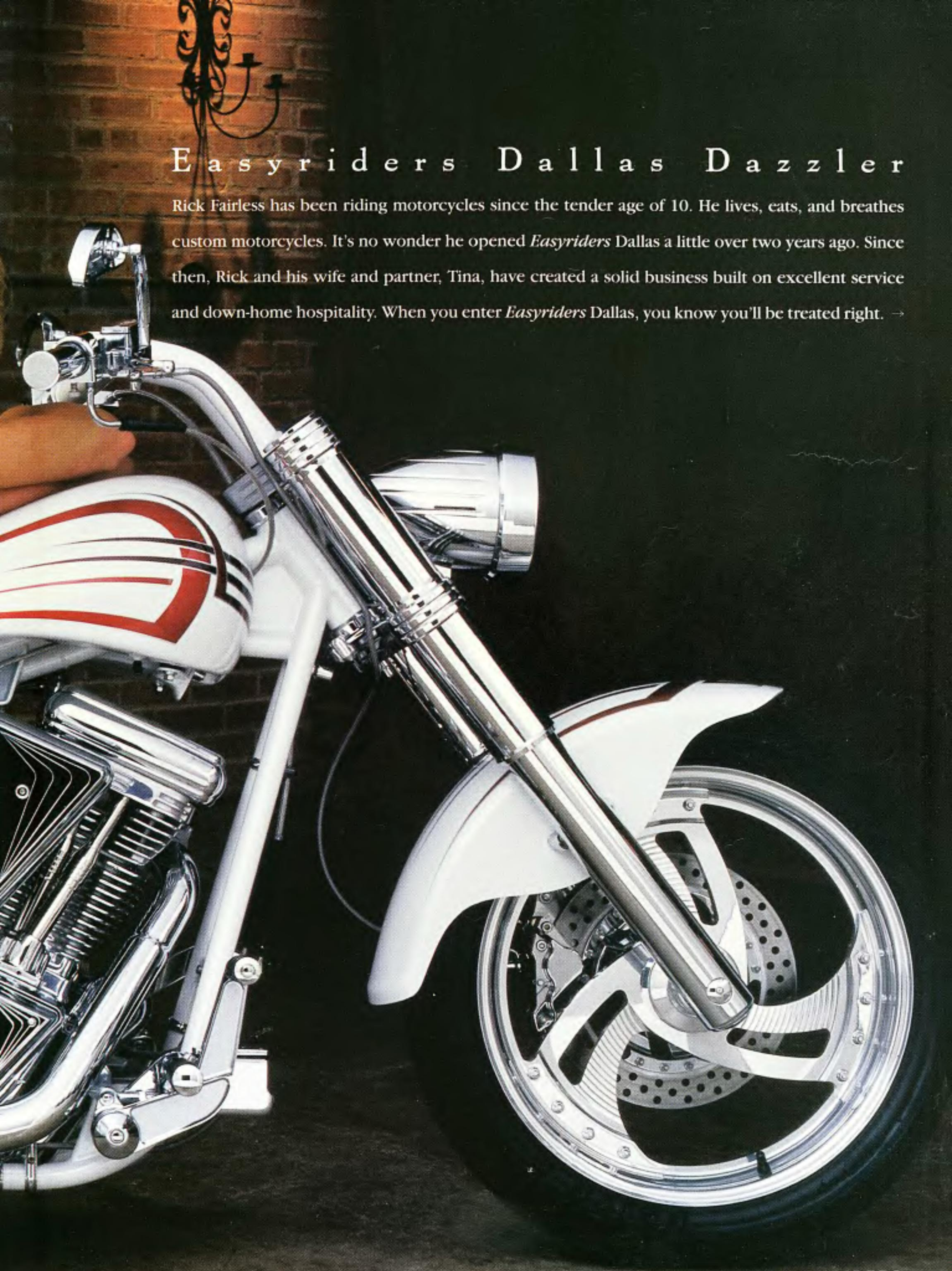


Easyriders Dallas Dazzler

Rick Fairless has been riding motorcycles since the tender age of 10. He lives, eats, and breathes custom motorcycles. It's no wonder he opened *Easyriders* Dallas a little over two years ago. Since then, Rick and his wife and partner, Tina, have created a solid business built on excellent service and down-home hospitality. When you enter *Easyriders* Dallas, you know you'll be treated right. →

Ed Hobbs discovered this when he had a problem with a radical 96-cubic-inch monster bike. Someone had built the motor for him and it didn't run worth a damn. He put an 80-inch motor back in his Wide Glide and the 96-incher sat at *Easyriders* Dallas for several months.

One day Ed came by with his pickup truck to drag the beast away. He and Rick had loaded the motor and Ed was about to drive off when the wizard of horsepower appeared to the men in a flash of purple smoke. The wizard was none other than *Easyriders* Streamliner crew chief Keith Ruxton. The DaVinci of motors asked why the offending motor was being dragged off like a bad dog. "It don't run for shit," Ed hollered.

Keith just grinned that Cheshire cat grin of his and said, "I can fix that." The men bowed to the lord of speed and took the engine back off the truck.

Rick and Ed began to design a complete ground-up custom to wrap the motor around. "Ed wanted a Softail frame, a bobtail rear fender, and he wanted the bike to be white," Rick explains. "Other than that, he pretty much left seventy-five percent of the design up to me." Ed had some nice bikes in his stable but they were of the bolt-on variety, and he certainly didn't have a mind-melting custom of the caliber Rick could provide.

The men spoke often, collaborating on everything that was to go on the scoot. When the parts went to Jeff Long for painting, Rick tried to convince Ed to paint the oil tank. "I kept telling Ed that custom bikes have their oil bags painted to match the bike," Rick says. "Ed said no, he wanted the tank to stay chromed. I insisted again and Ed said no. So, I had Jeff paint it anyway and Ed loved it." It's a good thing Ed loved it since he's a Vietnam vet who has seen plenty of action, is a martial arts master, and could pull Rick inside out by his tongue if he so desired. Thankfully, Ed also liked the painted handlebars, one of many touches that sets the bike apart from the custom crowd.

"Ed wanted an understated, ridable custom, and thanks to Keith Ruxton, he has all that and more," Rick says. "Keith got that motor running, and running strong." *Easyriders* Dallas builds six or seven complete ground-ups a year. The store also sells such acclaimed hybrid bikes as the Titan and Big Dog line. Their five factory-trained mechanics are experts at service and customizing. While you're visiting, stop by Stroker's Icehouse Bar and Grill right next to the shop. Rick and Tina have created Dallas' only biker-friendly bar and grill. When in need of some flash and speed, give Rick and Tina a call at (214) 357-0707.

—Phantom

Easyriders®

passin' gas

Waking up with a killer fucking hangover, Mule discovered that he was in Las Vegas and had somehow gotten married to a damned female drill sergeant.

Everything was strictly regimented: up at 5 a.m., things in order, etc. She was especially insistent that Mule be right on time for chow. "When I ring this bell," she said, "you shag your ass to the kitchen, because it's time to eat."

One day Mule was kicking back in the pad while his ol' lady took off to go shopping. When she got back later, she opened the door and caught Mule and a buck-naked woman doing a full-bore 69'er on the kitchen counter.

"Mule!" she shouted. "Just whatdafuck are you doing?"

"Just followin' yer house rules, darlin'," he sputtered.

"My *house rules?*"

"Yeah," said Mule. "This here's the Avon lady, and when she rang the bell, I knew right then it was fuckin' time to eat!"

Moldy Paul
Redding, Calif.

Mad Mike went to the doc to find out why he had been suffering from recurring migraine headaches. The sawbones ran some tests, and after checking the results, he called the ailing bro back into his private office. "I'm afraid I have terrible news," said the doc. "Your condition, it appears, is terminal."

"Oh shit!" gasped Mad Mike. "How long do I have?"

"Ten ..." began the physician.

"Ten what?" Mad Mike interrupted frantically. "Days? Weeks? Months? Years?"

"... nine, eight, seven, six ..."

Fat Boy
The Rockies

Although warned that a cockatoo he wanted to get for the Clintons' wedding anniversary had previously resided in a Washington, D.C., whorehouse, Vice President Al Gore bought the bird anyway and had it placed in the White House living quarters as a surprise.

When Hillary walked into the room, the cockatoo immediately shrieked, "Too old! Too old!"

A few minutes later, Chelsea came in and was greeted by, "Too young! Too young!"

Finally the president joined his family. "Hiya, Bill!" squawked the bird.

Holden Strong
Ogden, Utah

What's Ronald Reagan's favorite bar pickup line nowadays? "Do I come here often?"

Morris the Cat
Portsmouth, N.H.

A Ninja rider parked his Kawasaki on the curb in front of his house and taped a "FOR SALE" sign to it. But weeks went by with no takers, so he lowered the price. Still no takers. After dropping the price several times, the guy finally gave up and slapped a "FREE" sign on it.

When he returned from work later that day, he found his rice-burner still parked there, with an empty tank and a note that said, "Thanks for the free gas."

Risky Dave
Playing Solitaire

Word on the street has it that there's a new breakfast cereal headed for the grocery shelves called Prosti-Tooties. It doesn't snap, crackle, or pop—it just lies there and bangs.

Abe Green
Hutchinson, Kan.

The owner of the motorcycle dealership walked into his office and found the biker he had just hired as a mechanic up on his desk, pumping away at his big-titted secretary. Enraged, the boss hollered at the new employee, "Is this what you think I pay you for?"

"Fuck, no," said the scooter tramp. "This shit I do for free!"

Great White
The Pack

The hardbelly complained to her dermatologist of an embarrassing rash. After she stripped down, the physician was surprised to find a red *H* on her chest. The chick explained that her boyfriend, a Harvard graduate, like to put on his letter sweater when they balled. The doctor chalked up the unusual rash to contact dermatitis and prescribed an ointment.

The next day, another woman showed up with a *Y* on her chest, and sure enough, it turned out her boyfriend was a graduate of Yale who also dug wearing his letter sweater in bed.

On the third day, yet another chick appeared, this one with an *M* on her chest. The dermatologist, confident of her diagnosis, said, "Let me guess—your lover went to Michigan, right?"

"Close," she said. "She went to Wellesley."

Hood
Simi Valley, Calif.

How are motorcycle helmets and toilet bowls alike? Assholes make you use 'em, and both have provoked endless streams of shit.

Big D
Funtown

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"My wife understood me—so I shot her."

Owner: ....Ed Hobbs
City: ....Dallas, Texas

General

Fabrication: ....*Easyriders* Dallas
Year/make: ....1999 *Easyriders*
Model: ....Dallas Custom
Assembly: ....*Easyriders* Dallas
Chroming: ....Show and Go of Dallas

Engine

Year/model: ....1996 S&S
Rebuilder: ....Keith Ruxton "The Man"
Ignition: ....Crane dual-fire
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....Andrews
Carb: ....S&S
Pipes: ....Bubbs
Modifications: ....balancing by Keith Ruxton, S&S lifters, Ness air cleaner

Transmission

Year: ....1998 JIMS
Modifications: ....polished

Paint

Molding: ....Jeff Long
Painter: ....Jeff Long
Color/type: ....pearl white/urethane
Special paint: ....Jeff Long

Frame

Year/type: ....1998 Softail "Street Scene"
Builder: ....Daytec
Shocks: ....Progressive Suspension
Modifications: ....36-inch rake, 2-inch stretch

Accessories

Bars: ....Carlini, painted
Handlebar controls: ....Hurst
Fenders: ....Ness
Headlight: ....Ness
Taillight: ....Daytec
Dash: ....none
Pegs: ....UMI
Foot controls: ....UMI
Electrics: ....*Easyriders* Dallas
Gas tank: ....Battistinis
Oil tank: ....Daytec
Oil system: ....*Easyriders* Dallas
Primary cover: ....Ness
Seat: ....*Easyriders* Dallas
Mirrors: ....Ness
Grips: ....Hurst

Forks

Type: ....Ness Massive Glide
Builder: ....Ness

Wheels

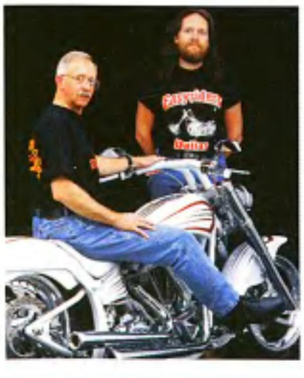
Front

Type: ....Performance Machine Viper
Size: 18-inch
Tire: ....Dunlop
Brake: ....Performance Machine

Rear

Type: ....Performance Machine Viper
Size: 18-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Photos: ....Frank Marott



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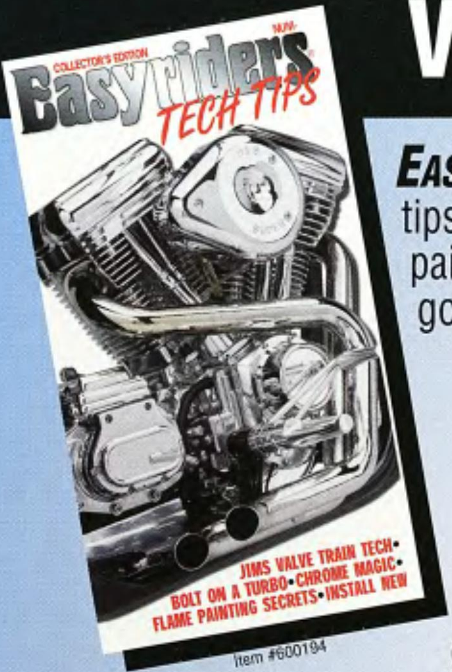

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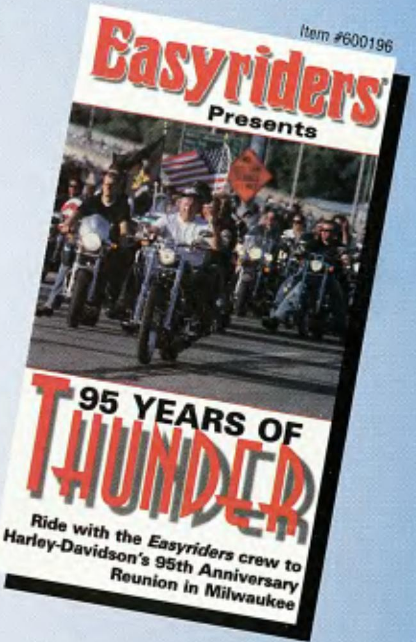

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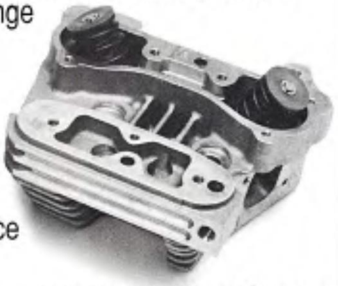

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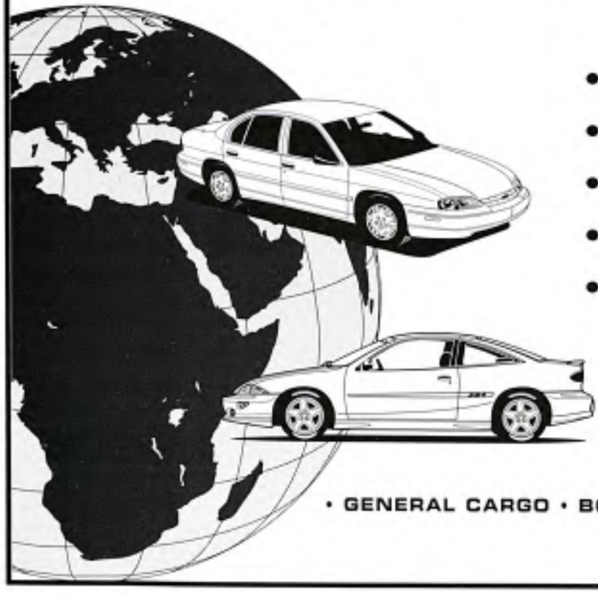

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nashvillePUSSY

Amazon Biker Band From Hell

A couple of months back a package arrived. It was strange-looking, but it wasn't ticking, so we opened it. *Holy shit! What's that?* Inside the package was a square object emblazoned with a photo of two hot-lookin' ladies being "entertained" by a couple of bald guys. Believe it or not, it turned out to be an album. You remember those—they were vinyl, black, played on a record player, usually at 33 ⅓ rpm?

The cover was inviting, the tracks sounded intriguing, but how the hell could we listen to it? Fer crissakes, who owns a record player anymore? We contacted the record company, Amphetamine Reptile Records, and that's when the journey began. They sent out a CD—same wild cover shot—and upon opening it we discovered some equally enticing photos. On the left was a shot of this tall woman spitting fire outta her mouth, and on the right, underneath the CD, was a shot of some pretty nice tits. OK, that got our attention.

The record guy told us they would be doin' a music video shoot at a small club not too far from the *Easyriders* garage, so a little trip was definitely in order. We took off in a roar of smoke and thunder to Mr. T's Highland Bowl. Many moons ago, the Highland Bowl was an actual bowling alley. A few years ago, new owners came in and decided to convert the alley into a →

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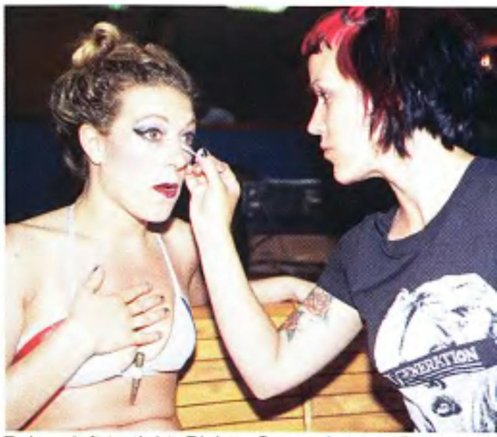
rock club, but there was one little problem: The locals, mostly elderly, didn't want to give up their turf. The new owners tried the "Let's get the loudest, nastiest bands we can find" routine, to try and "smoke" 'em out, but they just wouldn't leave. Worse yet, the day the band was filming the video was the same day Frank Sinatra was laid to rest. It was like walking into a *Twin Peaks* episode!

Inside the club were bikers (real and fake), porno stars, ex-*Little House On The Prairie* actress Olivia Barash, rockers and punks from Hollywood, street urchins, winos, and a wealth of grieving Sinatra fans (all with mostly blue hair). It's a lot of work putting together a music video, and with this crowd, it was gonna be a lot tougher. Every time the band took a break, did a lighting change, whatever, the old Sinatra fans would rush—as fast as their walkers could go—to the jukebox and pump in quarters to hear Ol' Blue Eyes ... only to have it turned off moments later when the band was ready to fire up. A storm was definitely brewin'!

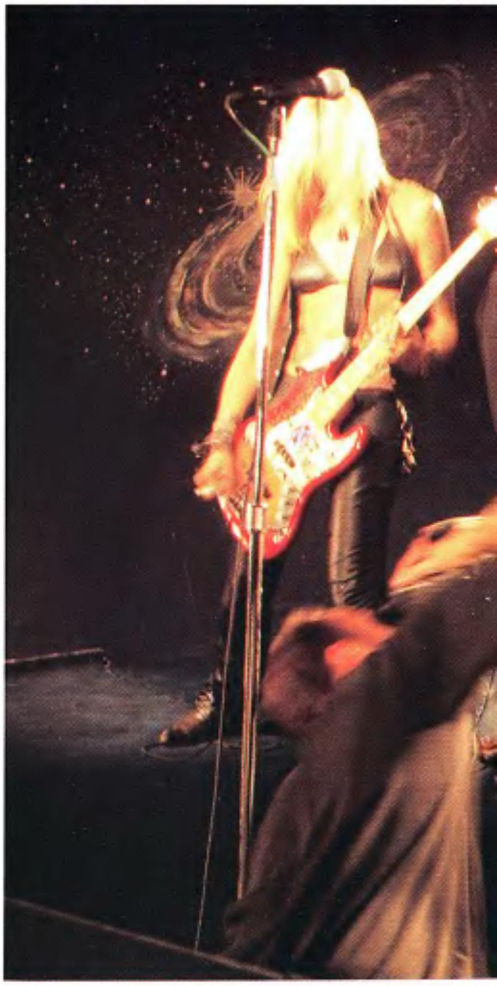
If you're a Ted Nugent fan, you'll recognize the Nashville Pussy name from the intro to *Wang Dang, Sweet Poontang* from Nugent's *Double Live Gonzo* release. The band is made up of Blaine Cartwright, guitarist and main songwriter, his wife, Ruyter Suys, a very hot guitarist in her own right, Jeremy Thompson, the drummer and band "quiet guy," and the explosive Corey Parks on bass. Although it's unusual to refer to a bass player as "explosive," it's not too hard to figure out why in this case. Standing 6-foot-3, sportin' a full abdominal Harley-Davidson "Eat Me Princess" tattoo, and spittin' fire for effect, what else are ya gonna call her? So, when she said it was time to do the interview in between sets, ya just do it!

As a group, Nashville Pussy has been together for five years and touring for more than two. In the beginning, they all boarded different buses from their various locations, and met at Blaine's house in Kentucky every Saturday for as long as it took to get their music down. After that it was time to get out and tour, tour, tour! When you're a band tryin' to make it, that's what ya gotta do—and tour they did. With more than 235 shows last year and three records out, Nashville Pussy is definitely spreadin'. The best way to describe their music is Southern speed metal. As Corey says, "We're out when the world is craving metal, and we're gonna give 'em more than they can handle."

Now, the only thing missing from this *Twin Peaks*-esque video shoot was a backward-talking dwarf ... although they



Below, left to right: Blaine, Corey, Jeremy, Ruyter



Photos: Doug Mazel

probably had one tied up in the back. The video shoot was for the song *Go Motherfucker Go*. As you can tell by the title, MTV probably won't be rushing to air it, seeing as how they'd have to censor half the song. Other tracks on their current release include: *I'm The Man*, *All Fucked Up*, *Johnny Hotrod*, and *Fried Chicken and Coffee*. Did I mention the fact that they play Southern speed metal? Corey says they want to be this generation's Lynyrd Skynyrd.

The rest of the night was filled with beer-guzzlin' naked women, simulated (I think) sex in the bathroom, loud music, and a whole lotta fightin'. One of the more exciting moments was when the staged fight evolved into a real fight. During the video, a group of bikers, featuring Michael Savage (ex-Pigmy Love Circus singer and the brother of WCW star Randy "Macho Man" Savage) were supposed to get into a struggle, break a few bottles over some heads ... you know, the everyday experiences that usually happen when bikers get together. Anyway, some wino staggered into the place, saw the "fight" goin' on, and didn't like it. See, this was his bar and shit like that just wasn't gonna happen. So he tried to break it up in true drunken wino fashion. Only one problem ... he wanted to fight guys who were fakin' it. That is, until wino boy started pullin' hair! If you're ever lucky enough to see this video, let us know how real the fight scene looked.

A few weeks later we got a call from Enclave/Mercury Records. Seems Nashville Pussy is now on their label, and since we didn't get hurt before, they wanted us to come down for a private party at the notorious Viper Room in Hollywood. Check 'em out if ya see their name on the big marquee. They're also featured on the soundtrack for *Dee Snider's StrangeLand*. But a word to the wise: Don't stand too close to the stage—ya might get your hair singed. And if ya become a smartass about it, Corey may just kick yer ass!

—*Oil Can*

1999 BIKER RESOLUTION

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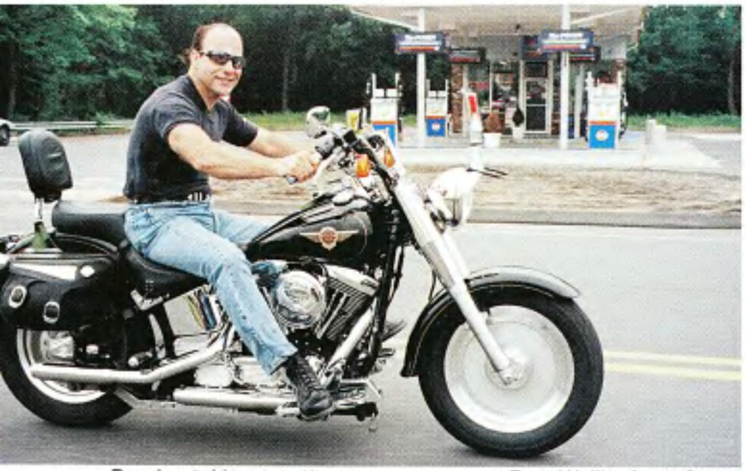
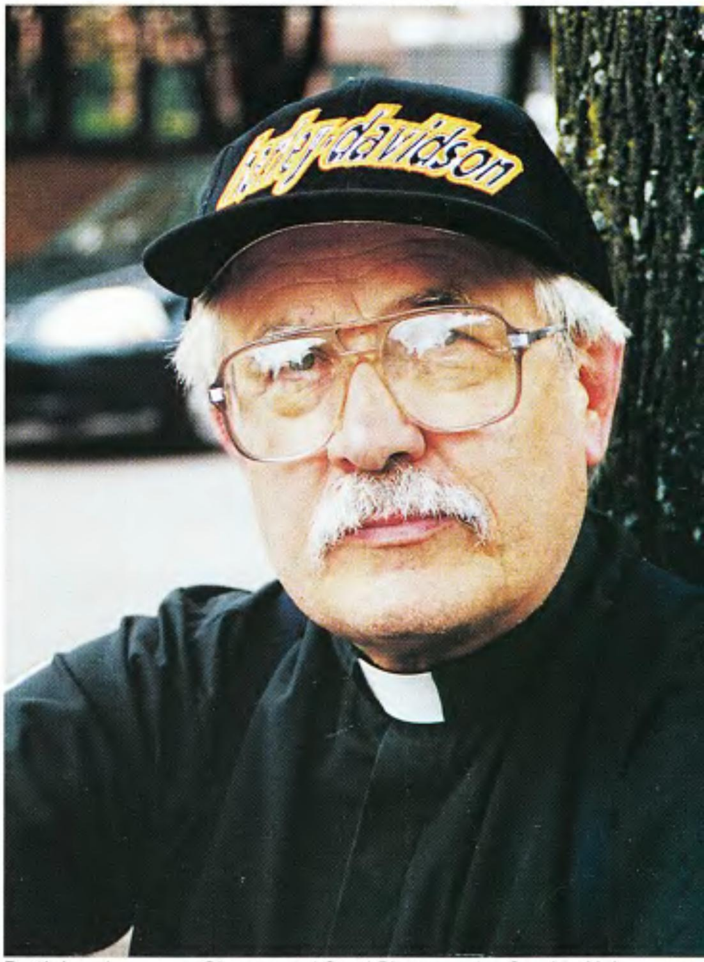
"Hang on, babe. I think we're about to eat a camera." *—Frank Schiefelbein, Palatine, Ill.*



Bro Joe taking a putt. *—Egg, Wallingford, Conn.*

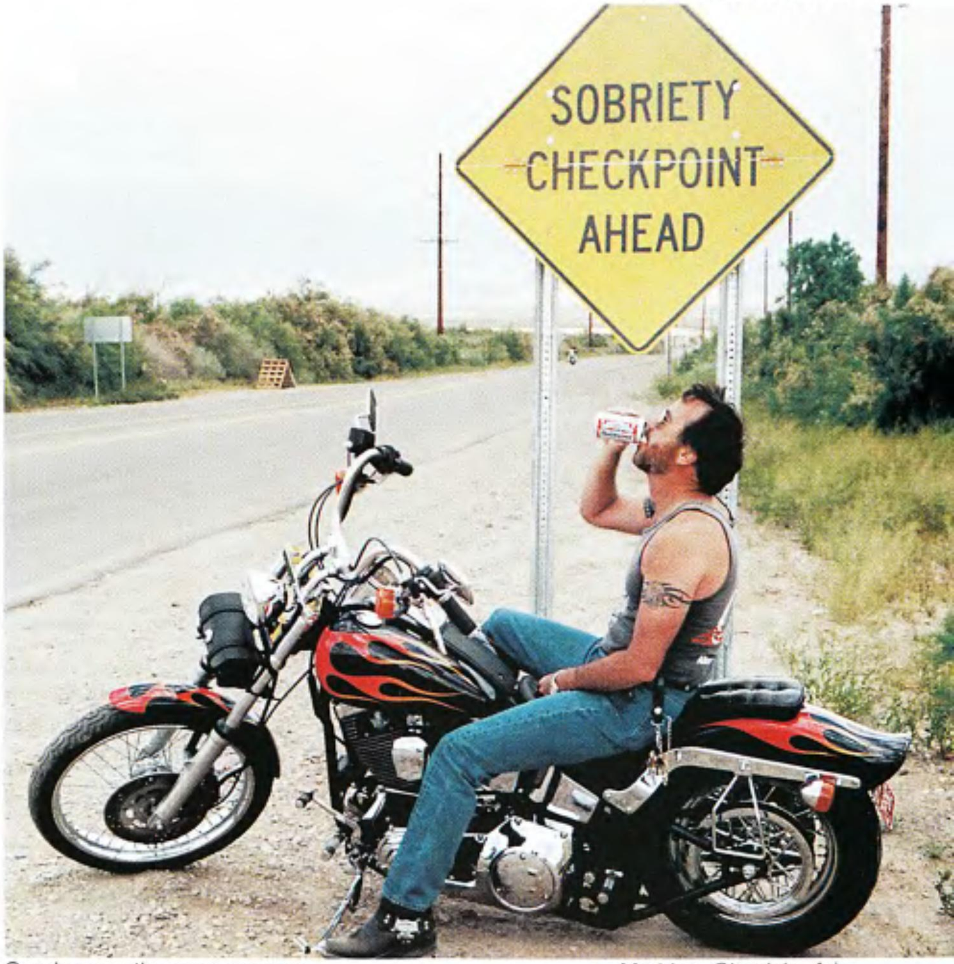
Chicagoland Toy Run. *—Pam Proctor, Chicago, Ill.*



Puttin' padre. *—Chrome and Steel Photography, Omaha, Neb.*

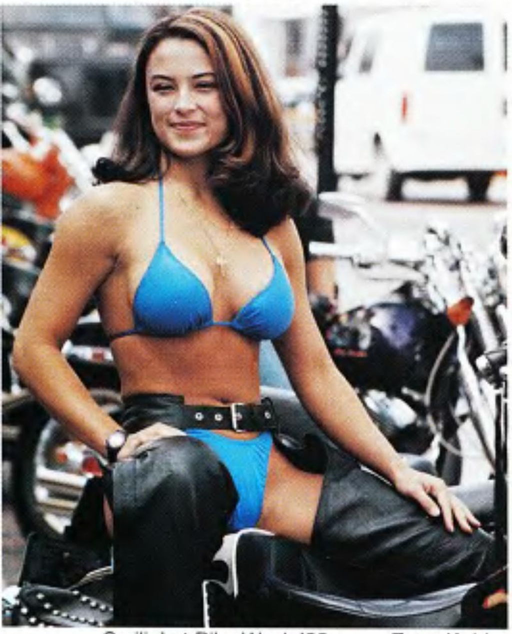
Jack's back. —Jerry Heider, Azusa, Calif.

Fla. Bike Week '98. —J. Michael Johnson

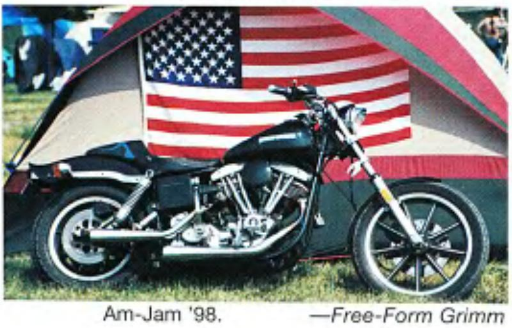


Guzzle up ... the cops are near. —Maddog, Glendale, Ariz.

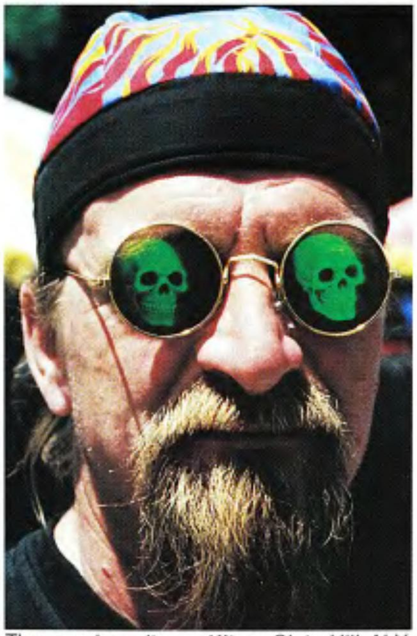
Ride a hog, any hog. —Frank Schiefelbein, Sturgis, S.D.



Smilin' at Bike Week '98. —Zane Kuhle.



Am-Jam '98. —Free-Form Grimm



The eyes have it. —K'torr, Slate Hill, N.Y.

Linda, ABATE of N.J. —Ron Clark

Gulfport goodies. —Zachary Blake

The Carson boys outside Tombstone, Arizona. —Jerry Carson, Las Cruces, N.M.

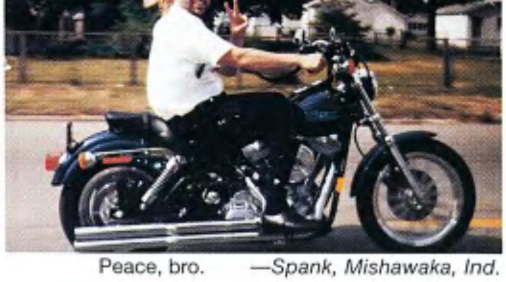
Snagged herself a biker. —Teri Boland, Swea City, Iowa

Hogs For Freedom Run, ABATE of Arizona , Jan. '98. —*Cheryl Dobbins, Phoenix, Ariz.*

Let it rock. —*Jeff Hren, Hesperia, Mich.*

Shuttles meet Shuttle, NASA, Cape Canaveral, Fla. —*Darren Russo, Wales, Mass.*

Rollin', rollin', rollin'. Keep them Hoggies rollin'.... —*Carolyn Downs, Pawhuska, Okla.*



Peace, bro. —*Spank, Mishawaka, Ind.*

Duff Hog, Leesburg, Fla. —*Nancy Jermyn*

Nice shirts. —*T.J., Stevensville, Mich.*

Patriotism in the skin. —*Shadetree Photography, Carlisle, Ky.*

Foxy snapper at Daytona. —*Jay Fulkerson, Henderson, N.Y.*

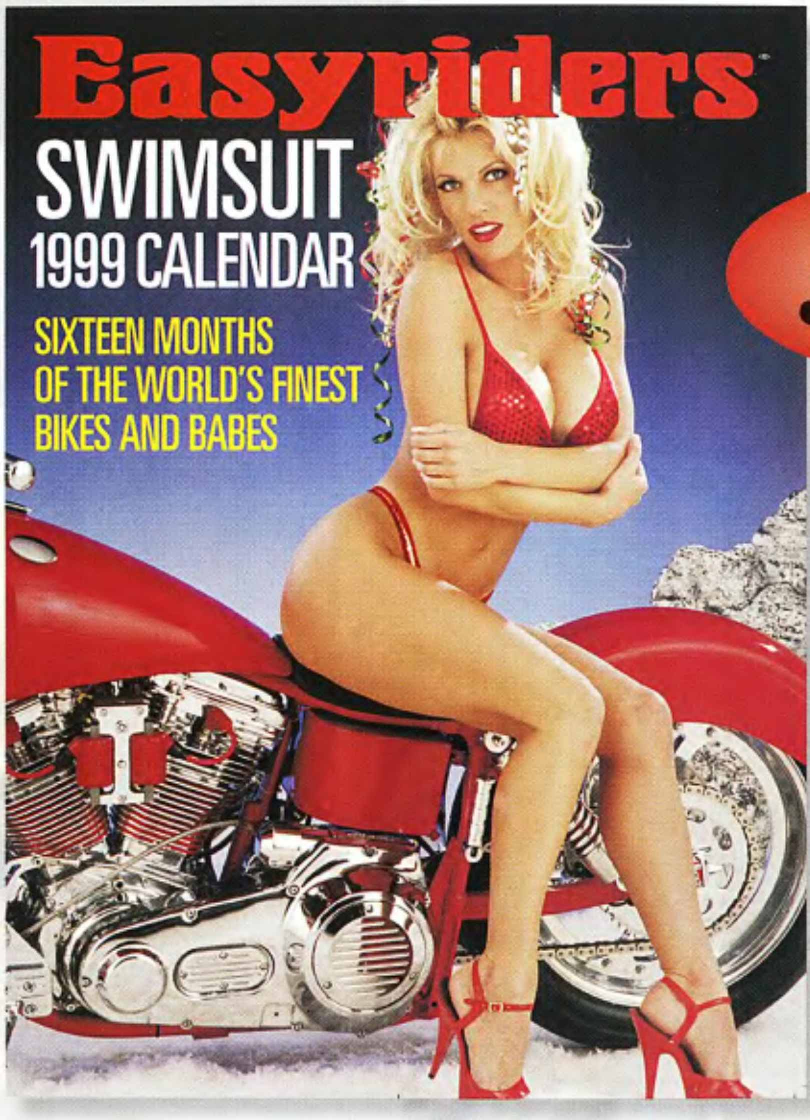
Laughlin Run party people. —*Linda Irizarry, San Diego, Calif.*

Wedding bells ring at Daytona Bike Week. —*Joe Nalavany*

Gettin' 'em out at Gulfport. —*Bingo Scott , Sidon, Miss.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

RED ALERT! EASYRIDERS 1999 SWIMSUIT CALENDAR IS HERE!



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MPH

CALL of the road

Karen Day loves to ride. But then again, that shouldn't be a surprise to any of us who religiously leaf through the pages of *Easyriders*, right? After all, there's more to owning a slick ride than just a casual interest, and this definitely holds true for Karen.

As you may or may not have already figured out, the Day in Karen's last name is also the Day in Daytec. And you'd have to be living out in the weeds somewhere to not know about Daytec, since it is one of the largest manufacturers of aftermarket frames for custom sleds in the business. Well, you might think that Karen is too damn busy tending the usual fires in the office to ever get out on the road, but that's far from the truth. Although she is insanely busy keeping up with the demands on the ever-expanding company she and her husband, Phil, are the proud owners of, she does find the time to log a legit 15,000 miles every year.

Karen's riding career began with taking the motorcycle safety course in California, and she says it's something she'd recommend for all new riders. With Daytec's ever-increasing product line and her own passion for the open road growing daily, she knew that she was in need of a new bike. That was two bikes ago, and she's proud to say she still has all three. Even prouder, she'll tell you they were custom-built by Phil, using the complete line of products offered by Daytec. →

One Woman's Answer

JUL
CAL

With the wide-tire craze in full-swing, Karen decided she wanted her newest ride to be built around the now infamous Avon 200, in order to further show off the versatility of their company's frames. She also wanted something fairly simple, and not overloaded with flashy accessories. Her passionate interest in wolves was blended with ideas she and Phil conjured up, and soon began to take shape in the ride you see here.

Last year, she and Phil rode with friends all the way to Sturgis and back (that's right, no trailers) and has even more long-distance riding planned for the future. As the miles continue to be racked up, you can't pass Karen off as anything less than a woman who simply loves to ride. Busy as she might be, the road is always calling. And with this newest sled at the ready, she's definitely got the answer.

—Wordman

Owner: Karen Day
City: Hesperia, California

General
Fabrication: Phil Day
Year/make: 1997 Special Construction
Model: Ness-tail
Assembly: Phil Day
Chroming: High Desert

Engine
Year/model: 1997 Special Construction
Rebuilder: Daytec
Ignition: Crane Hi-4
Displacement: 97 cubic inches
Lower end: Delkron/S&S
Pistons: Pettis Performance
Cases: Delkron
Heads: Patrick Racing
Cam: Patrick Racing
Carb: Mikuni 42
Pipes: Hooker
Modifications: JIMS lifters, Rivera air cleaner

Transmission
Year: 1996
Modifications: Primo belt

Paint
Molding: Daytec
Painter: Daytec
Color/type: black mauve/powdercoat
Special paint: wolf by Jesse James

Frame
Year/type: 1997 Ness-tail
Builder: Daytec
Shocks: K.T. torsion bar
Modifications: 34-degree rake, 3-inch stretch

Accessories
Bars: Daytec
Handlebar controls: H-D
Fenders: Daytec
Headlight: Headwinds
Taillight: custom, Daytec
Speedo: Dakota Digital
Dash: custom, Daytec
Pegs: KüryAkyn
Foot controls: Performance Machine
Electrics: Daytec
Gas tank: stretched
Oil tank: Daytec
Seat: George Vasquez
Sissybar: Daytec
Mirrors: KüryAkyn
Grips: H-D

Forks
Type: wide glide
Builder: White Bros./Roma

Wheels
Front
Type: American Wire Wheel/80-spoke
Size: 16-inch
Tire: Avon
Brakes: Performance Machine
Rear
Type: American Wire Wheel/80-spoke
Size: 16-inch
Tire: Avon
Brakes: Performance Machine

Photos: Jim Gianatsis

1999 BIKER RESOLUTION

I swear that I will never let anyone else ride my scoot ... just as soon as I get the demolished bike back from the impound yard.

FoxHunt

Meet August's Winner

Whether you're building a new bike or rebuilding your body and psyche, it's important to set a goal. Tami, from Pickerington, Ohio, did just that, putting her heart and soul into it. Her reward is yours to enjoy and view. Tami's turnaround began when her husband left her for a new, lighter model. That rubbed her the wrong way. But Tami didn't pout and whine; instead, she hit the gym. That's where she met a biker named B and got the bikin' bug. She became a constant on his Fat Boy, and got further motivated scoping out the lean babes hanging with Hogs in the Fox Hunt. Now she joins the preferred ladies of the puttin' set, joining the elite few who not only enter, but win the Fox Hunt. Tami sees *Easyriders* as "a classy, sexy, wild and fun magazine." "And," she continues, "that's how I view the new me." We like the new you, too. As a hair stylist at a salon in her hometown, she's got the touch and beaucoup style herself. She could whack our locks any day. At 35, lots of gals and guys might be thinking of calming down. Tami is definitely bursting out, providing positive inspiration along the way. See her big achievement as she accomplishes her goal posing with Mike Preli's rad rockin' Special Construction ride on page 99. —*Mr. Ed*

Kelly–California

#101

"My first ride on a Harley took my breath away. Any ideas on reviving me?"

Tammy–Georgia

#102

"My first ride hooked me! I'm proud to be a Biker Babe for life."

Ami–Ohio

#103

"My first ride on a Harley was long, hard, and exciting ... like everything I ride."

Karyn–Tennessee

#104

"My hips smothered the seat and my skin savored the wind as it contoured to every curve of my body."

Ilike–Texas

#105

"My Dad gave me a ride on his Harley. I didn't realize then that a Harley was more than just a ride."

Dawn–Colorado

#106

"My first ride on a Harley was strong and powerful — even better since it was my own bike!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #307 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes December 1, 1998. The voting deadline for this month's crop of cuties is December 31, 1998. We'll print the winner in the May 1999 issue.

Here she is, bros, the September 1998 winner in our monthly Fox Hunt, Stacie, #902, from Hagerstown, Maryland. See more of her next issue.

307

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am ______ years of age, born ____________________
I will pose Full Nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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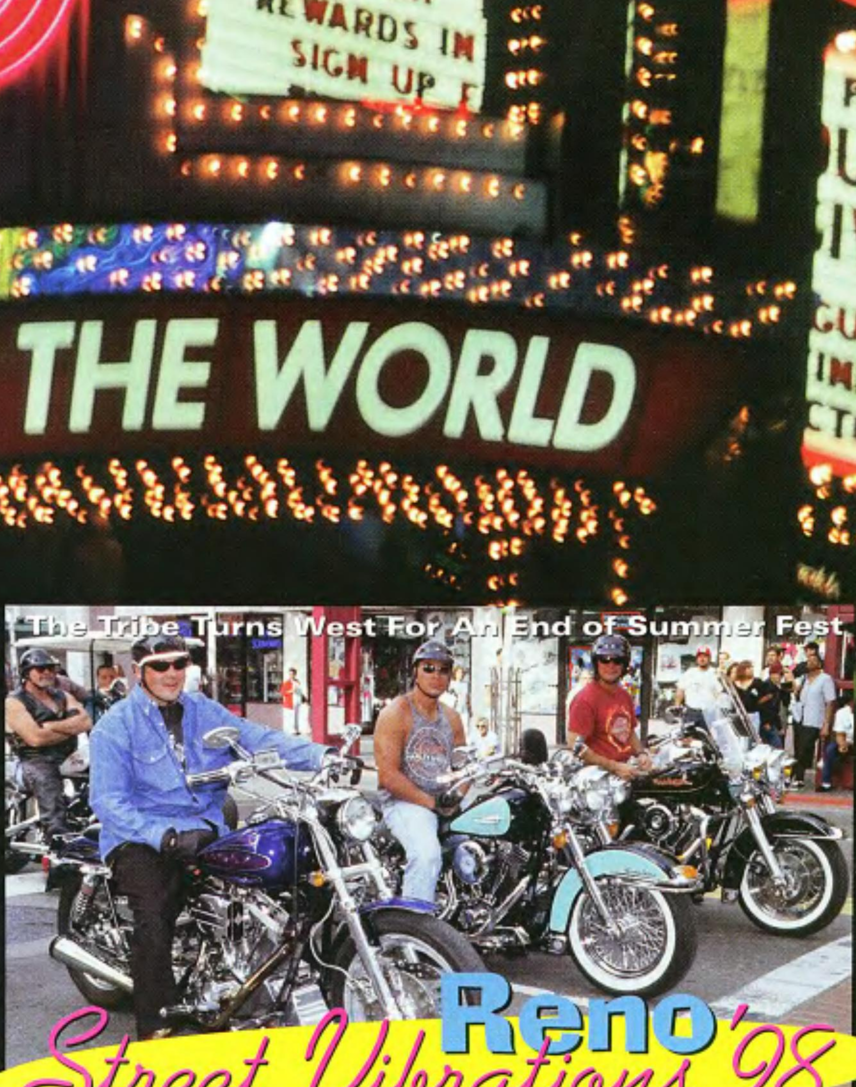
The Tribe Turns West For An End of Summer Fest

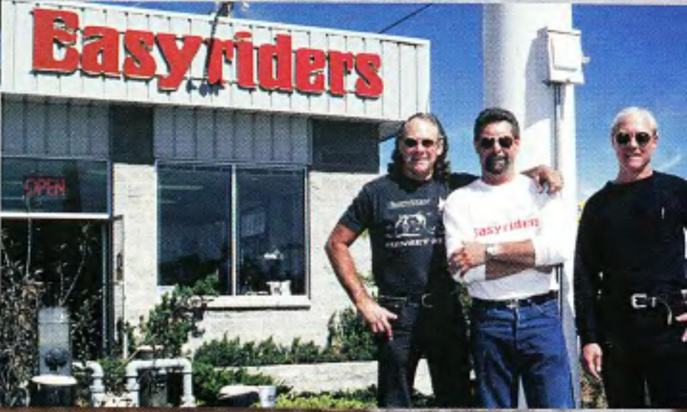
Reno Street Vibrations '98



Photos:

In Reno, Nevada, when Street Vibrations rumbles into town, the local hotels fill up faster than Clinton's pants after a visit from an intern. You can feel the love.

For the fifth year, the Harley-Davidson Dealers Association of Northern California, in cooperation with the city of Reno and in conjunction with promoter Randy Burke of RoadShow, has put on a late summer party in the Biggest Little City in the World. It's pretty much a PG-rated affair, catering to those who prefer hotel living to old-fashioned camping. The event is centered in the downtown Commercial Row area on Virginia Street and boasts of metal, music, and motorcycles—right in the heart of the glittering casinos, where you are able to drop large or →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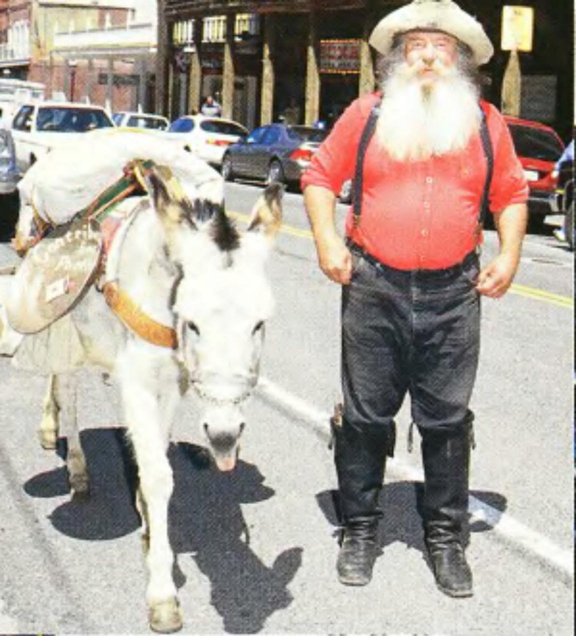
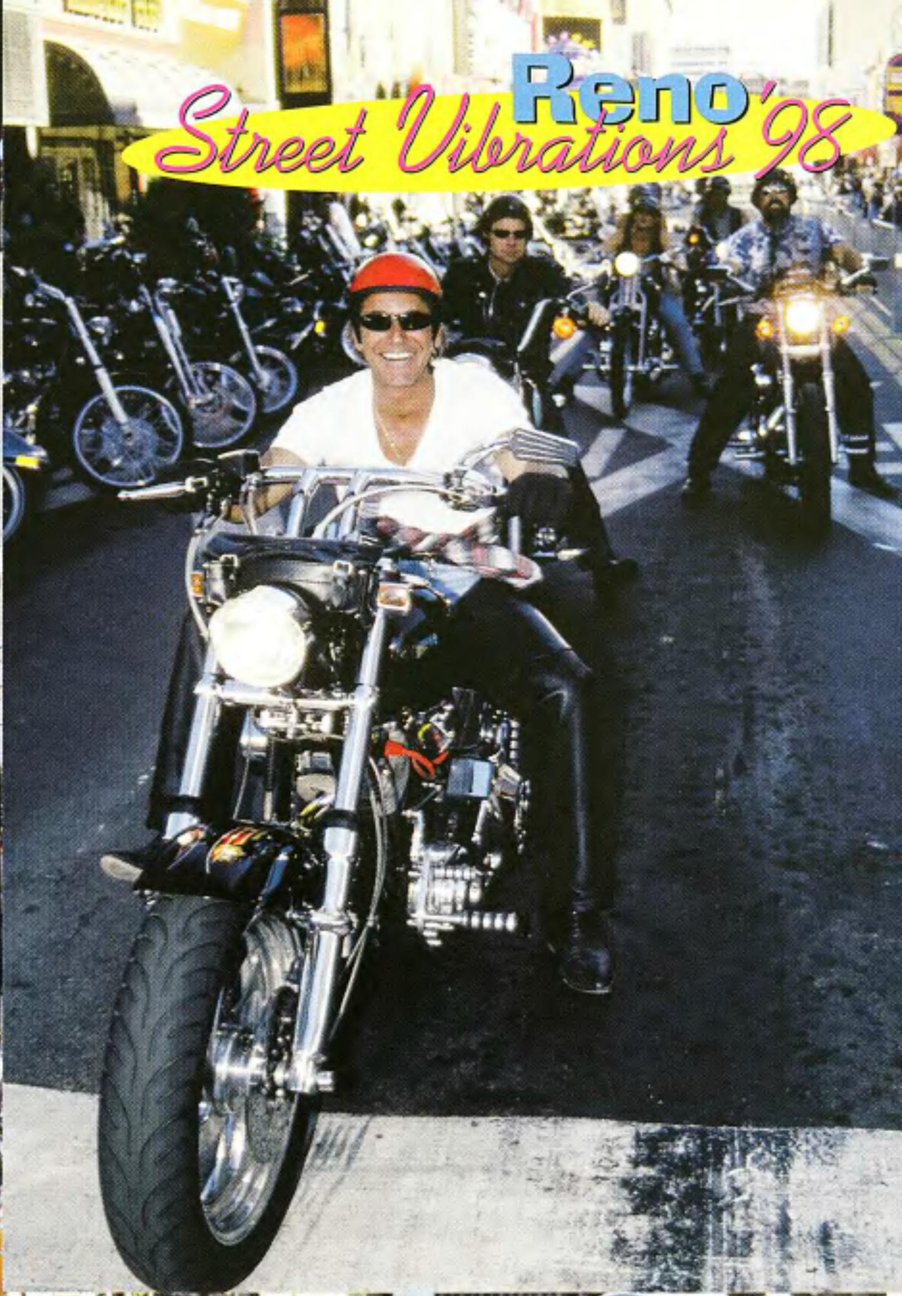
Reno Street Vibrations '98





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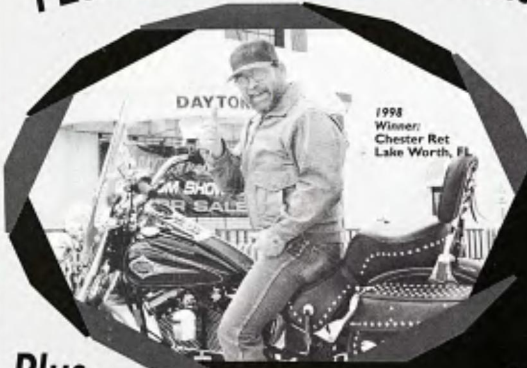

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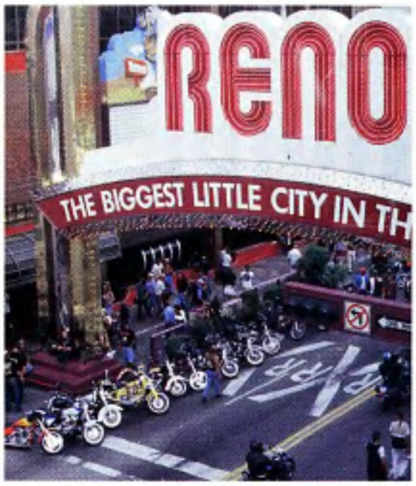
This year's event attracted in the neighborhood of 8,000 bikes from the surrounding Western states. And, as in previous years, it coincided with the annual Reno Air Races, a renowned national aeronautical happening. If you're looking for morbid stats, we can say that the flyboys took the flag in mortalities one-zip over the scooter tramps. Always looking for a positive angle.

Things came together when the Brown Bros at *Easyriders* of Reno—Gary, Duane and Brownie—(three stand-up men who parallel the Cartwright clan of *Bonanza* fame), of-



fered yours truly a '92 Ultra for the weekend. Yes!

Like all biker events, Street Vibrations is a congregational gathering of old friends. This year was no different. Longtime contributor Linda Barbour, from NoCal, has been promoting this event for three years and had done her homework, arranging everything from parking at Fitzgerald's Casino in the heart of downtown (thank you Richard Rose), to a camera caddie (thank you Sandy). Now if she just coulda done something about those slots. I'm about as close to a buck as a tree is to bark, and dropping a quarter pisses me off. I managed to cut my losses to six dollars over the weekend. After hearing some of the horror stories at the card tables, I felt relieved to get away clean.

Speaking of clean (shaky segue), there were two poker runs set up for Saturday. One was an H-D/Buell of Reno-sponsored Fun Run and Scavenger Hunt to Virginia City and Tahoe; the other was a Red and White Poker Run that visited the various cathouses in the hinterlands of Carson City. Again, being cheap, I never pay for "it." However, the temptation to check out the legal brothels was too

much. After all, it would be a great ride anyway, right? So parts of both putts were made, and I haven't come down with anything yet. Seriously, the women are checked out regularly, so I'm told. And if it feels good, do it, right?

Highlights of the weekend, Shalene aside, included some of the best people watching and scooter viewing around. You could sip suds out of a paper cup right on the street downtown, while watching the exploits of daredevil extraordinaire, François Schetelat. François has been seen on the Jay Leno Show, as well as at events around the country in the last year, and he continues to amaze. So does his iron-willed, thrill-seeking partner, Jill Zorn, from H-D of Glendale, California, as she hangs on during wheelies on a dresser. When François got done showering sparks on boots of steel, smoking tires (to the cord), and tattooing burnt rubber into the Second Street asphalt for years to come, we walked over to the Camel Roadhouse to check out street games and ride-in bike and fashion shows, eat good grease, swill cold beer, and buy reasonably priced gewgaws.

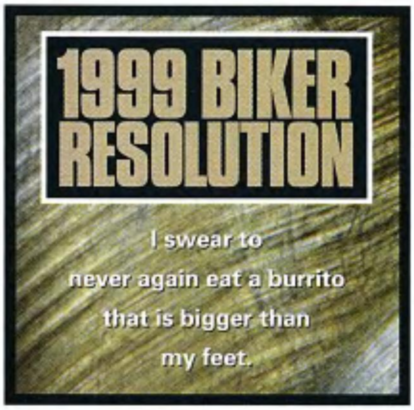
It was there at the Gasoline Alley vendor lot where an American motorcycling icon was seen. None other than Brad Lackey, the first American motocross world champion (1982), had a booth set up and was selling event T-shirts. Lackey was a hero for many who began their cycle careers in the dirt. It was great to see and talk with him. While enjoying life with Lori, his sweetheart pit tootsie of many motos, Brad is working on developing a TT racing program for Harleys on Catalina Island, like in the good ol' days of the '40s and '50s. It could happen.

It was cool seeing all the "Welcome Bikers" signs around town. You almost felt wanted ... until you realized you had to get your bike off the street downtown at 9 p.m. Guess they didn't want to shake up the mom-and-pop gamblers. Hell, by nine we were out at the *Easyriders* parking lot party anyway, and next door at Stroker's Bar. And the cops didn't forget to pursue anyone with a patch.

Aside from that, each night around town there was kickin' entertainment and live music to attend. Biker comedian Wild Willy, featured in *Easyriders* Videos, caused a gut-busting three times a night with his act at Catch A Rising Star in the Silver Legacy casino. Eric Burdon and the I Band played the Flamingo Hilton for free, as did biker rockers The Fryed Brothers at the Camel Roadhouse. Lydia Pense and Cold Blood left 'em hot and sweaty at the Silver Legacy Friday night, and Creedence Clearwater Revisted kept on chooglin' Saturday night with a great set. Original rhythm section members Stu Cook on bass and Doug Clifford on drums were augmented by the superb guitar work of Eliott Easton, formerly of The Cars.

Overall, Street Vibrations was a blast. The Reno/Tahoe/Virginia City areas are great puttin' playgrounds, and even if the city of Reno doesn't want bikers on their streets after curfew, we still can party behind closed doors afterward.

—Ben Doverdahl



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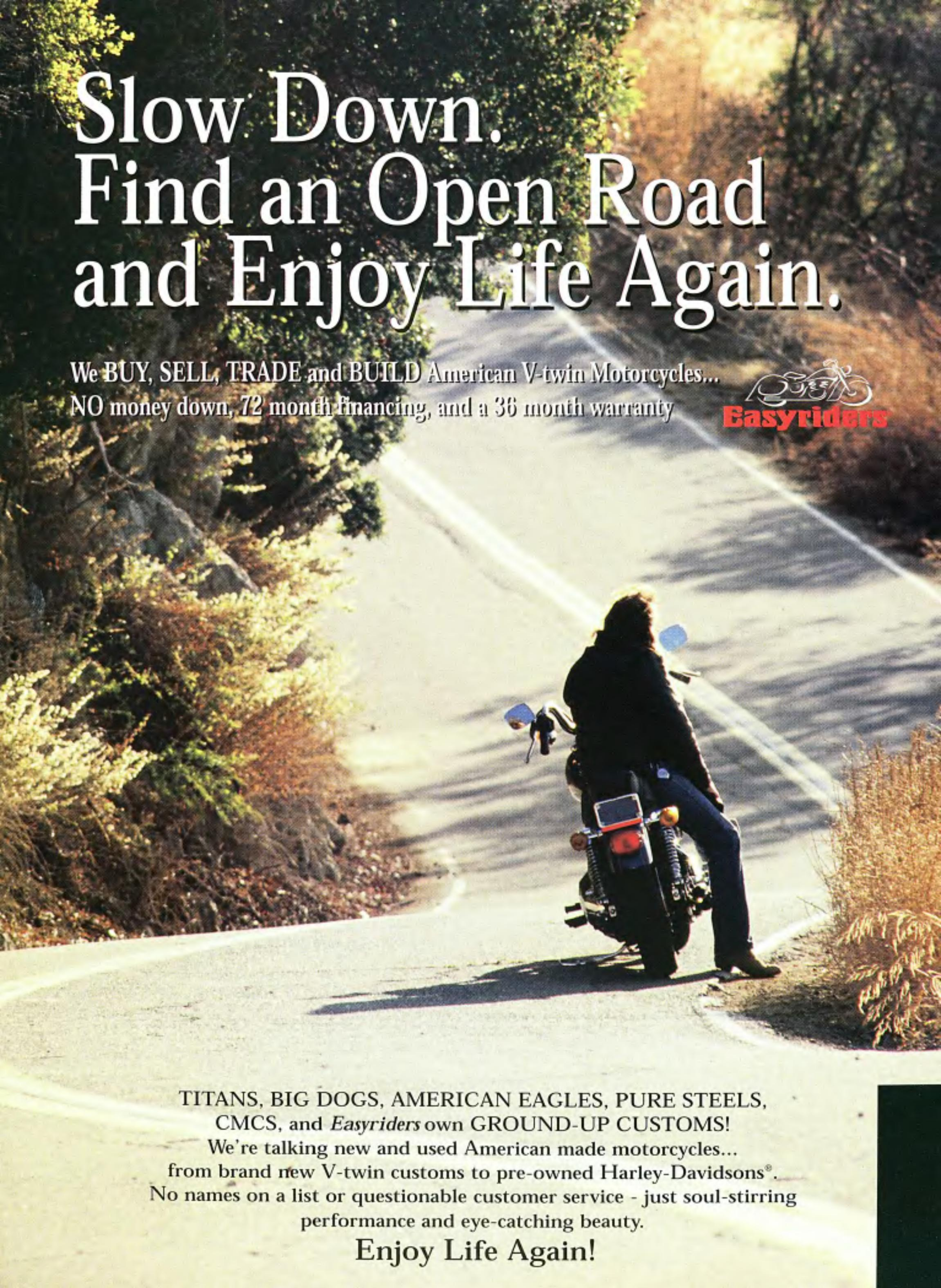
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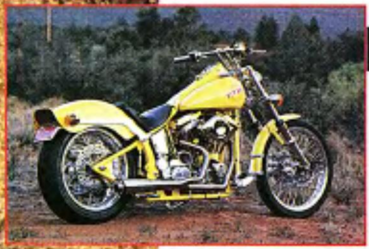
96" S&S four stroke engine, Delkron cases w. Andrews close ratio gears, Daytec chassis

Dagger

96" S&S engine w. stage 4 heads, Jims 5-speed w. Delkron cases, Daytec chassis



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out of control

now THIS is a '90s chopper

Recently, Mike Preli's kid got to celebrate two birthdays in one weekend as relatives dropped in both Saturday and Sunday to shower him with gifts. The lucky li'l dude was smilin' like the cat that ate the canary. His dad had that same smile not so long ago when he finally got to fire his 800-hour, eight-month project/obsession for the first time. Said it was better than sex ... →

For this former carpenter/construction worker who now owns his own bike shop (Mohawk Motorsports, Amsterdam, New York, 518-843-0840), attitude was the driving force behind completing a project that most folks said was a waste of time. A guy takes a Bourget ProGet frame, an S&S 96-inch motor, decides to add a K&F Brilhanti blower ... and his life changes forever. Nothing like a buncha sorry-assed whiners tellin' you that somethin' can't be done to provide the fuel to get it done.

Along with his never-say-die mechanic and buddy, Mr. Bill, Mike burned many a midnight lantern figuring out how to turn a dream into a running reality. Tire to tire, this Softail so totally fuckin' rocks that it's hard to know where to start. It's about working on solving a problem for two days, thinkin' you got it licked, then bangin' your head against the shop wall when it doesn't. It's about making your own exhaust pipes without a mandrill bend machine, cutting up pipes and TIG welding a model. It's about limited resources and high perseverance.

It's also about making your own internal fork stops, running twin six-piston calipers on top instead of under the rear brake rotor (try that one sometime for a challenge), and adding a half-inch wedge to an outer primary to accommodate a Brute III clutch hub.

Mike sent the heads out to Hemi by Design to fill and recut on their CNC machine. They did this to lower compression from 10.5:1 to 8:1 in order to accommodate boost from the Brilhanti blower, geared directly to the motor sprocket. The barrels were bored out .020, and Crane Timesaver pushrods were added as well.

The paint was so custom that Rich and Mike Castaluccio (the guys at Quality Auto who created it) called it Preli Purple. Dave Davies laid down the winning graphics, and the road ravager from hell was cocked, locked, and ready to rock. It took first-place awards in the Marcus Dairy Super Sunday Radical Custom Class, and Best Radical at the Motorcycle World's Fair American-made Custom Class in Monticello, New York.

Mike's taking his time breaking in the Softail, but we figure that by the time this article hits your hands, he'll have laid waste to many an asphalt mile. And if Mike can pry the G-force-inspired grin off his face, maybe he'll let us know just how out of control things got.

—Captain Trash

Mike burned many a midnight lantern figuring

out how to turn a dream into a running reality.

Owner: ....Mike Preli
City: ....Amsterdam, N.Y.

General

Fabrication: ....Mohawk Motorsports
Year/make: ..1998 Special Construction
Model: ....Softail
Assembly: ....Mr. Bill
Chroming: ....Chrome & Custom, Fairfield, N.J.

Engine

Year/model: ....1996 S&S Evo
Rebuilder: ..Mr. Bill, Mohawk Motorsports
Ignition: ....Crane Hi-4
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....Hemi by Design
Cases: ....S&S
Cam: ....Leineweber 520
Carbs: ....dual Edelbrocks
Pipes: ....Mohawk Motorsports
Modifications: ....balancing by Karl's Garage, JIMS lifters, Edelbrock air cleaner

Transmission

Year: 1996
Modifications: .....Brute III primary drive, Andrews close-ratio gears, Pro-One hydraulic clutch

Paint

Molding: ..Quality Auto, Fulltonville, N.Y.
Painters: ......Rich and Mike Castaluccio
Color/type: ...Preli Purple/Spees Hecker
Special paint: ...graphics by Dave Davies

Frame

Year/type: ....1997 ProGet
Builder: ....Bourget Bike Works
Shocks: ....White Brothers
Modifications: ..cut struts, molded neck, internal fork stops, 40-degree rake, 3-inch stretch

Accessories

Bars: ....1-inch steel, Mohawk special
Handlebar controls: ....JayBrake
Fenders: ....Jesse James, modified by Mohawk Motorsports
Headlight: ....Ness
Taillight: ....Ness
Speedo: ....Dakota Digital
Dash: ...custom, oil pressure gauge in dash
Pegs: ....Performance Machine
Foot controls: ......Performance Machine
Electrics: ....Pro-One electrical box
Gas tank: ....stretched 12.5 inches
Oil tank: ....modified center fill
Oil system: ....S&S oil pump, twin Pro-One oil coolers
Seat: ....LePera, Mohawk Motorsports
Mirrors: ....JayBrake
Grips: ....Kennedy

Forks

Type: ....Ceriani 41mm
Builder: ....Mr. Bill, Mohawk Motorsports

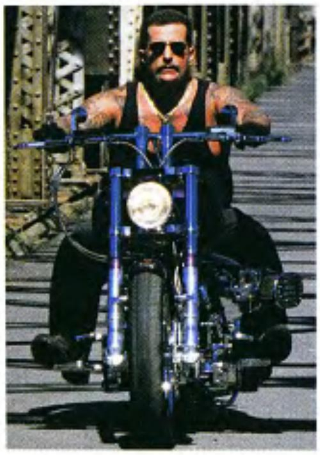
Wheels

Front

Type: ....RC Components
Size: 18-inch
Tire: ....Avon Super Venom
Brake: ....JayBrake, 6-piston

Rear

Type: ....RC Components
Size: 17-inch
Tire: ....Avon 200
Brake: ....JayBrake, dual 6-piston
Photos: ....Jim Bush



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AE07D

It could have been a chain saw. It could have been a golf cart. It could have been, well, some sort of fancy garden mulch mincer. Instead, it's 637 pounds of American-made, two-wheeled excitement powered by 92 cubic inches. It's the Polaris V92C cruiser, one very serious contender in the growing battle for the hearts and wallets of riding enthusiasts everywhere.

But, no kidding, instead of carving into twisty canyon cutbacks, this bike might've been incarnated as just another cushiony conveyance carting Jell-O-jowled golf potatoes down some emerald-shaded country club fairway. Why it's not is a story of patience, planning, persistence, and perspiration. So, we're gonna take a lift-o'-the-curtain peek at just how much effort, engineering, and raw expendable cash it takes to create a totally new motorcycle from the rubber-side up.

THE BEGINNING

So just what kind of upstart company does it take to seriously butt heads with all of those imported Japanese and European scooters, not to mention that already well-established American manufacturing icon of legendary proportions?

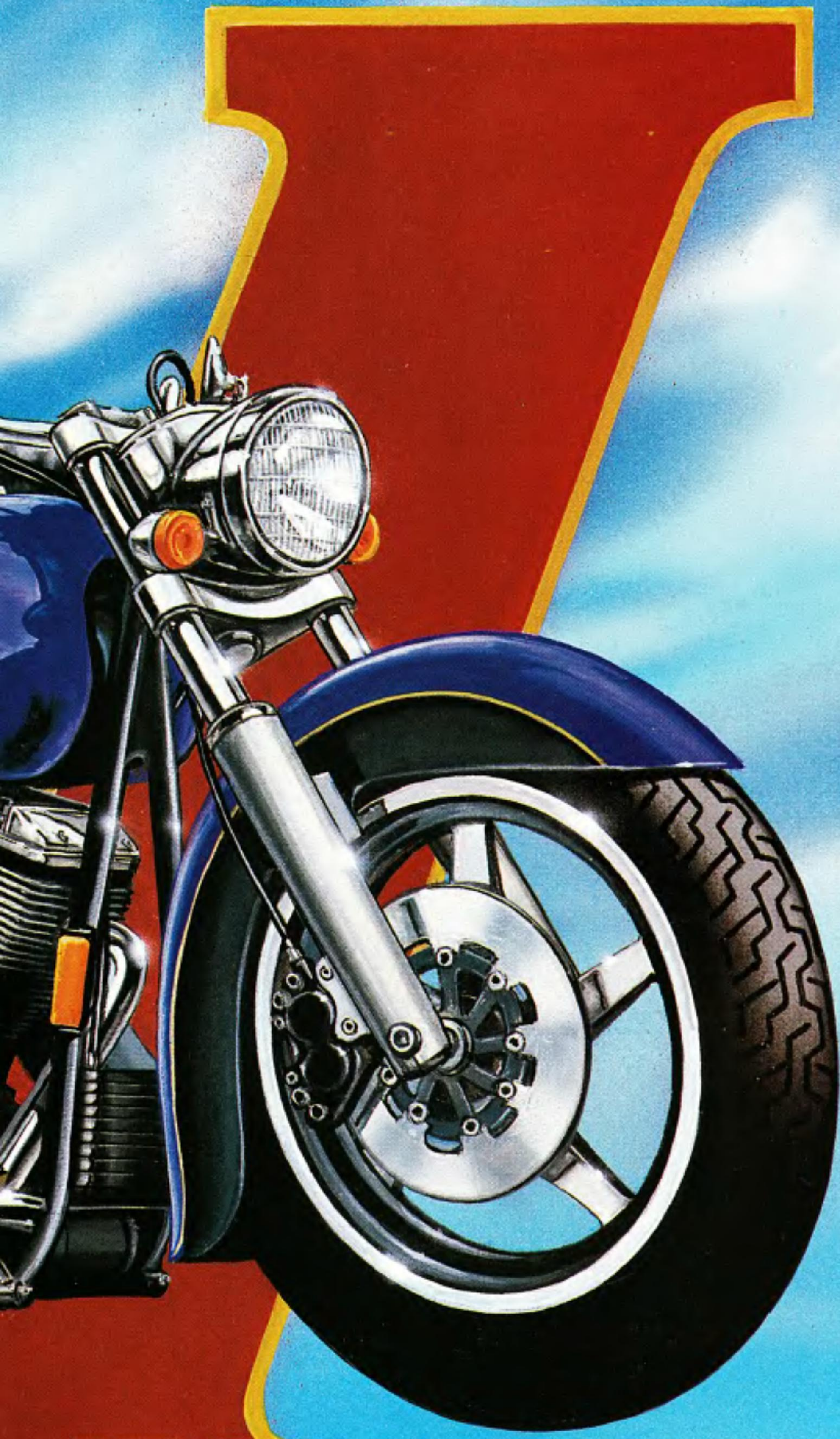
Minnesota-based Polaris Industries, Inc., has been building snowmobiles since the '50s. A publicly traded company (NYSE symbol PII), Polaris now ranks as the world's largest snowmobile manufacturer and is one of the largest U.S. manufacturers of ATVs (All Terrain Vehicles), as well as personal watercraft.

A successful company with an enviable record of steady dividends and increasing annual profits, Polaris began searching for new ways to flex its not inconsiderable engineering and marketing muscles back in the early '90s. With ample resources and a world-respected name, the company set out in earnest to find a new business to enter. Problem was, there were simply more opportunities to count. So which possibility would make the best match with Polaris' capabilities? What opportunity represented the best profit potential? And what particular market was growing rapidly and would continue growing well into the next century? For answers, the company brass turned to Matt Parks.

Matt Parks grew up in the year-round

LONG ROAD

A Behind-The-Scenes Look At Polaris' Battle To Engineer A State-



riding weather of California. After graduating from California Polytechnic State University-San Luis Obispo with a B.S. in business, he signed on with Polaris in 1987 as district sales manager for California, Nevada, and Arizona. Back then Polaris had only recently introduced its ATVs and suffered from poor name recognition. Within five years, Matt had developed such a thriving dealer network that in 1992 he was promoted to ATV product manager and asked to join Minnesota headquarters.

What soon became obvious to management was Matt's keenly honed ability to analyze the nuts and bolts operations of the businesses the company was already involved in. Chief Executive Officer W. Hall Wendell Jr. often solicited Matt's opinions and subsequently trusted him to research potential acquisitions and alternative areas of expansion.

With his expanded duties came another title, general manager of new products. It was a position that quickly inundated Matt with an avalanche of unsolicited new "products" to test from inventors far and wide—quite a few of them ranging from the bizarre to the wacky. None, however, offered the potential that Polaris was searching for.

During that time two companies involved with dirt bikes came up for sale and Matt turned his analytical skills toward researching them. A European motorcycle company also approached Polaris with the idea of a distributorship deal. Some preliminary studies of the motorcycle market soon uncovered fertile ground that looked promising enough to pursue.

In 1993, some 300,000 Polaris vehicle owners received a survey along with the company's magazine. Readers were asked to indicate their interest in a myriad of products ranging from garden equipment, to boats, to both street and off-road motorcycles. Interest peaked sharply in the area of motorcycles—not surprising, perhaps, since a fair percentage of Polaris customers also ride bikes.

But while it's one thing to manufacture a fiberglass-hulled fishing boat, it's quite another to totally engineer and mass-produce a motorcycle from ground zero. The logical starting point was to fully analyze both the pros and the cons of such a massive undertaking. →

TO VICTORY

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THE ASSESSMENT

Along with Matt Parks, Snowmobile Division General Manager Bob Nygaard was appointed to continue further confidential research. Two outside firms were hired to investigate while Matt and Bob sized up Polaris' infrastructure involving dealer network, sales force, service, and warranty operations as well as garment, accessories, and parts divisions.

The research soon uncovered one very promising fact: An avenue of opportunity definitely existed for another manufacturer to enter into the cruiser market, especially a bike manufacturer who could take advantage of what both men perceived as an existing and dissatisfied customer demand for product, performance, and features.

Matt Parks and Bob Nygaard knew from day one who they were up against on this competitive battlefield, and they carefully probed for any vulnerabilities. The one underlying weakness of the imports were, they believed, that these bikes just weren't American-built. But what of that other heavy-duty bike manufacturer—the one that is built in America?

Matt and Bob again cataloged the vulnerabilities. Too high a cost, was one. Too long a wait for delivery, was another. And why did so many bike buyers replace so many components on a fresh-from-the-crate scooter? Some of the customizing was obviously for appearance' sake, but when a rider immediately upgrades such functional items as brakes, suspension, exhaust systems, intake systems, frames, and seats, it indicated to Matt and Bob that maybe the riders' interests weren't being served as well as possible. They felt confident that Polaris could compete on price, advertising, features, and benefits. But the two men also recognized just how difficult it would be to compete on that one very crucial factor of "image."

At this point the team conducted a "make the parts or buy them" test. In 1993 they totally disassembled a Harley FXRS and a Honda Shadow, then gauged the cost of every single component to determine the benefits of buying versus making. Factored into the bigger picture was every detail ranging from final retail price, dealer costs, and how increasing sales volume would impact profit margins and the bottom line. A guarded optimism developed that this was, indeed, a venture that would fit neatly within Polaris' existing capabilities.

THE FUN PART

The technical term for the next phase of Polaris' undertaking is called "benchmarking"—a period of thousands of hours

of testing and evaluating both the good and the bad of many of the bikes that would make up the competition. Pity the poor test-riders forced to log countless miles across three states on everything from the Royal Star and Virago, the Shadow ACE and Valkyrie, the Road King, the Vulcan, the Ducati Monster, and the BMW R1100RS. A tough job, but somebody had to do it.

Comfort, acceleration, braking, low-end power, high-end handling, clutch feel, you name it—every facet of the ride was judged with the best in each category setting the benchmark for Polaris. The advantages of an oil-cooled engine were demonstrated during rush-hour gridlock under a scorching Arizona sun. An engine size of 92 cubic inches was deemed desirable because, well, bigger is surely better. The flexy nature of some types of frames was ruled out after some unsettling S-curves.

Stiff chassis, low center of gravity, the feel of a twin without an overabundance of butt-numbing vibration, and no backing off the throttle halfway into a turn—a very particular vision for Polaris' new bike was gradually taking form.

1994 marked the year that Geoff Burgess joined Polaris to head up the Victory engineering team. With more than 30 years' experience with such names as Norton-Villiers, Triumph, Monark, Bombardier, and Can-Am, he knew how to avoid many of the potholes that could slow down or overturn such a project. This was not a road to rush blindly down. He understood that intense analysis and painstaking design work were more important at this stage than bolting together a prototype and hoping to wrench it into a winner.

But how to get there from here? One step at a time, of course. For Polaris, that step meant designing an optimum chassis and frame first, and only after that was achieved would they build an engine to fit inside that frame.

THE TALKING MULE

If the test riders garnered envious stares as they earlier thundered past on the best bikes Polaris' competition had to offer, things changed when they saddled up their new mule. Bystanders covered their eyes and pitying whispers of, "What an ugly animal," could be heard. But Francis, as the Victory team called their beast of burden, wasn't built for beauty.

When engineers build a rolling prototype—be it two-, three- or four-wheeled—they often term this mobile lab a mule. Built not for looks, the purpose of a mule is purely for feedback, to find out what works and what doesn't. Nicknamed Francis after a series of movies made during the '50s starring the blabbermouth offspring of a jackass and a mare, Polaris' mule continued the tradition by telling the engineers a very great deal. Born to be altered, the team might well have ended up calling their animal Francis the Adjustable Mule.

Due to the earlier benchmarking, the team already knew how much torsional rigidity they wanted in the frame. Now it was time to continue improving on the ergonomics and geometry by crafting as much experimentation into the chassis as possible. Trail, rake, and steering head angle could all be altered as could the swingarm pivot location and the bike's center of gravity. Load cells mounted to control levers transmitted valuable input on leverage ratios as test riders rated the fit and function of the placement of varying controls.

Many more thousands of miles were clocked as benchmarks were met or exceeded. Complex computer software was utilized to analyze stress and load paths. The goal was nimble handling that would inspire confidence, not the wallowy mushiness inherent in some cruisers.

The front forks were stout for a cruiser: 45mm tubes; others in the class range from 36 to 42mm. These thicker forks help ensure that the chassis sports the desired rigidity. Thirty degrees of rake and 5 inches of trail set the standard because this was a chassis Polaris aimed to use for at least one other model.

Sometimes new is good, sometimes old is better. Polaris' marketing indicated that riders wanted the traditional swingarm look as opposed to dual exterior shocks. Geoff Burgess, well-versed in the engineering innovations of yesterday's legendary motorcycles, recalled the Vincent Black Shadow. Originally crafted with a dual shock under the seat, the bike ended up going mono, inspiring Victory's rear shock, which is preload adjustable.

Another cue from the past came from the Norton Manx. Despite constantly refining Francis' chassis, there was still a certain indeterminable quality that didn't please the test riders. Geoff remembered how well the old Manx Featherbed frame handled, because the center of the front wheel, the center of the crankshaft, and the center of the rear wheel were all in line. He compared it to lining up three gyroscopes and, when Francis' crankshaft was dropped a couple millimeters below that line, overall maneuverability improved.

THE POWER PLANT

All during this stage, Francis had been powered by an air-cooled V-twin "slave" engine selected because the dimensions, right-side output shaft, and integral gearbox resembled what the production Victory would also use. Now it was time for Polaris to turn its efforts toward a power plant worthy of this motorcycle.

From the beginning, the Victory team's mantra could be summed up in two words: "handling" and "power." With one down, there was one to go.

In March of 1995 Matt Parks and Geoff Burgess traveled to Europe with other members of the engineering team to study potential engine designers. Their itinerary reads like a "Who's Who" as they checked in with Lotus (of the sports car and former Formula 1 race team), Cosworth (building Indy car and F1 engines for Ford), Triumph, Ducati, Aprilia and BMW. England, Germany, Italy—another tough job, →

of course, but somebody had to do it.

As they learned just how much this could potentially cost, they also began seriously considering designing the engine in-house. Just a few years earlier, Polaris had decided to design and build engines for their ATVs and watercraft. Martin Heinrich, the Polaris engine design manager, who initially convinced the company they had the capabilities to build two-stroke engines, was optimistic that they could expand this program and manufacture four-stroke engines for motorcycles.

In May of 1995 Mark Bader was drafted to spearhead engine design. A year earlier Geoff had outlined the initial engine parameters, which included specs such as a 1507cc motor, a V angle of 55 degrees, air cooling, pushrod OHV, fuel supplied by carburetors, and dual engine mounting points located at the swingarm and front. But that was then. And now, like the frame, the engine was destined to evolve.

The advantages of cooling with oil was earlier demonstrated under a scalding desert sun. Switching over presented no real design challenges and the 6 quarts of oil currently used for cooling and lubrication are circulated by dual oil pumps powered by balance shaft gearing.

Pushrods were jettisoned for a single overhead cam setup. Sinking the cams low in the heads ensured no increase in engine height so it would still fit within the frame. Crankshaft-driven chains control the cams hidden in tunnels crafted into the cylinder walls on the engine's right side. The cam chain tensioners are self-adjusting, keeping with the goal of a low-maintenance motor.

Rubbermounting the engine was another abandoned idea. What evolved was solid-mounting the engine and utilizing it as a stressed member of the chassis. Because standard gaskets can't tolerate the subsequent loading, laminated steel gaskets are used for the valve cover gasket, base gasket, and head gasket. Additionally, they aren't prone to creep or deteriorate over time as are traditional gaskets. The originally anticipated V angle was narrowed by 5 degrees to fit within the space available.

Production Victories utilize an Electronic Fuel Injection system that supplies the engine through 44mm throttle bores with one per intake port. The brain for the system—the ECU (electronic control unit)—is located under the seat on the right side. While the ECU provides instructions on how much fuel is supplied and how fast—depending on such constantly changing factors as altitude, driving styles, and

ambient operating temperatures—it initially had to be programmed with fuel maps.

Six months went into this painstaking process, starting on an engine dyno and then proceeding to a chassis dyno where engine performance was measured off the rear wheel. The final leg involved bolting on a Czechoslovakian sidecar, loading it with a laptop computer, various testing sensors, and one fast-typing technician, and logging countless real-world miles ranging from Colorado mountains to California deserts.

THE RIGHT TUNE

For the Victory, crankshaft development hinged on space limitations and inertia requirements. Briefly, inertia is defined as a body's ability to stay in motion and is crucial to low speed running without stalling. The heftier something is, the more inertia it can develop. Because the Victory's crankshaft centerline had already been dropped, it wasn't feasible to increase its diameter—so the best way to add more beef was to add width.

Earlier on, as noted, the team had envisioned a rubbermount engine that was subsequently nixed because of the resulting frame and chassis flex. Solid-mounting the engine certainly eliminated those problems, but it added another—substantial vibration.

The test crews had already ridden solid-mount cruisers with too much uncontrolled vibration, and they had also ridden solid-mount cruisers where the vibration was virtually engineered away. What they understood is that most riders cherish feeling some level of that heartbeat.

To solve that problem, the Victory team first designed a balance shaft, and then proceeded to "tune" it for an overall optimum cruiser feel. In addition to adding heart, the balance shaft drives the dual oil pumps and serves as the basis of the gear reduction between crankshaft and tranny—quieter and more reliable than a chain-driven primary drive.

Most of us are familiar with Murphy's Law, and so it was with the transmission. Earlier work on the five-speed gearbox looked good in theory but turned out to require major reworking. Of the some 135 parts in the power train, most everything needed reworking, save the center-to-center distance and number of teeth.

The final result is a Victory power train made up of a gear-driven primary drive with a torque compensator, a large diameter, multi-plate wet clutch, five-speed gearbox with beefy gears, and belt-driven final drive.

THE FINAL DETAILS

Chassis, frame, engine, power train—the strenuous years of brainstorming, designing, innovating, engineering and re-engineering was turning Polaris' initial vision into a unique motorcycle. They'd met their goals of handling and performance, so what was left? The answer, of course, was braking, an absolutely crucial element when piloting around 1507ccs.

Linear and digressive were the code words here. Linear front braking is where the harder you squeeze the harder you brake; whereas digressive braking is desirable on the rear to minimize tire lock-up.

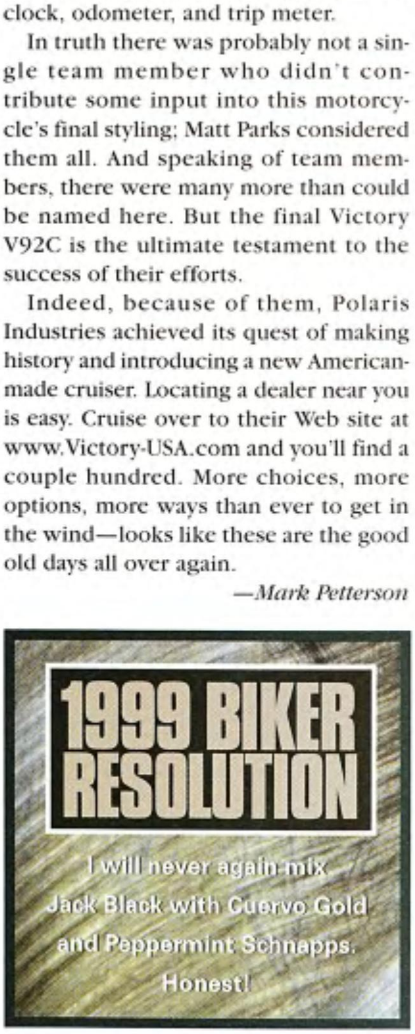
Two color schemes were developed for the Victory: Antares Red (Antares being a very old star in the constellation Scorpio), and KYSO Blue (Knock Your Socks Off, of course).

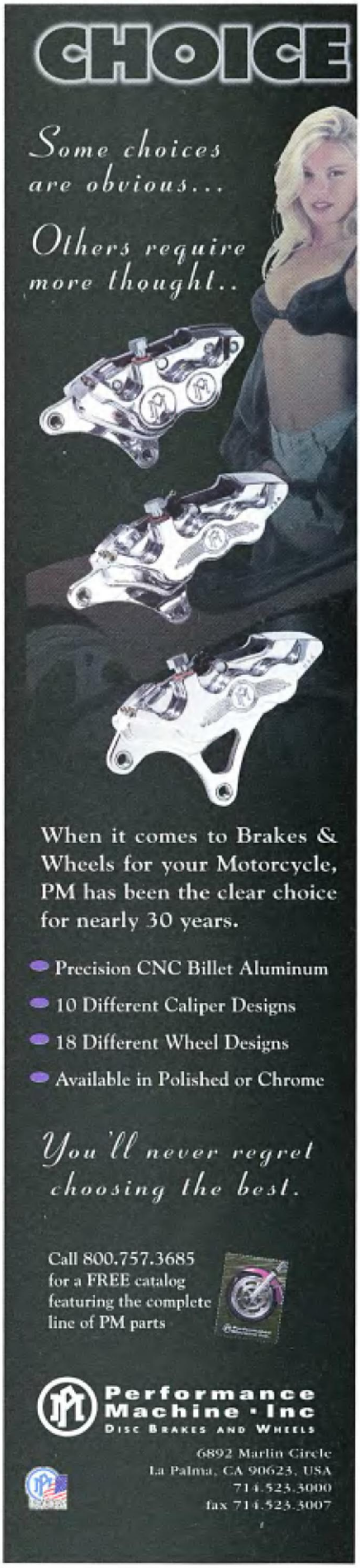
The ergonomically designed instrumentation sits on top of the headlight, sporting a speedometer with small tach at the base along with an LCD (liquid crystal display) panel that scrolls through fuel gauge, oil temp, alternator, clock, odometer, and trip meter.

In truth there was probably not a single team member who didn't contribute some input into this motorcycle's final styling; Matt Parks considered them all. And speaking of team members, there were many more than could be named here. But the final Victory V92C is the ultimate testament to the success of their efforts.

Indeed, because of them, Polaris Industries achieved its quest of making history and introducing a new American-made cruiser. Locating a dealer near you is easy. Cruise over to their Web site at www.Victory-USA.com and you'll find a couple hundred. More choices, more options, more ways than ever to get in the wind—looks like these are the good old days all over again.

—Mark Petterson





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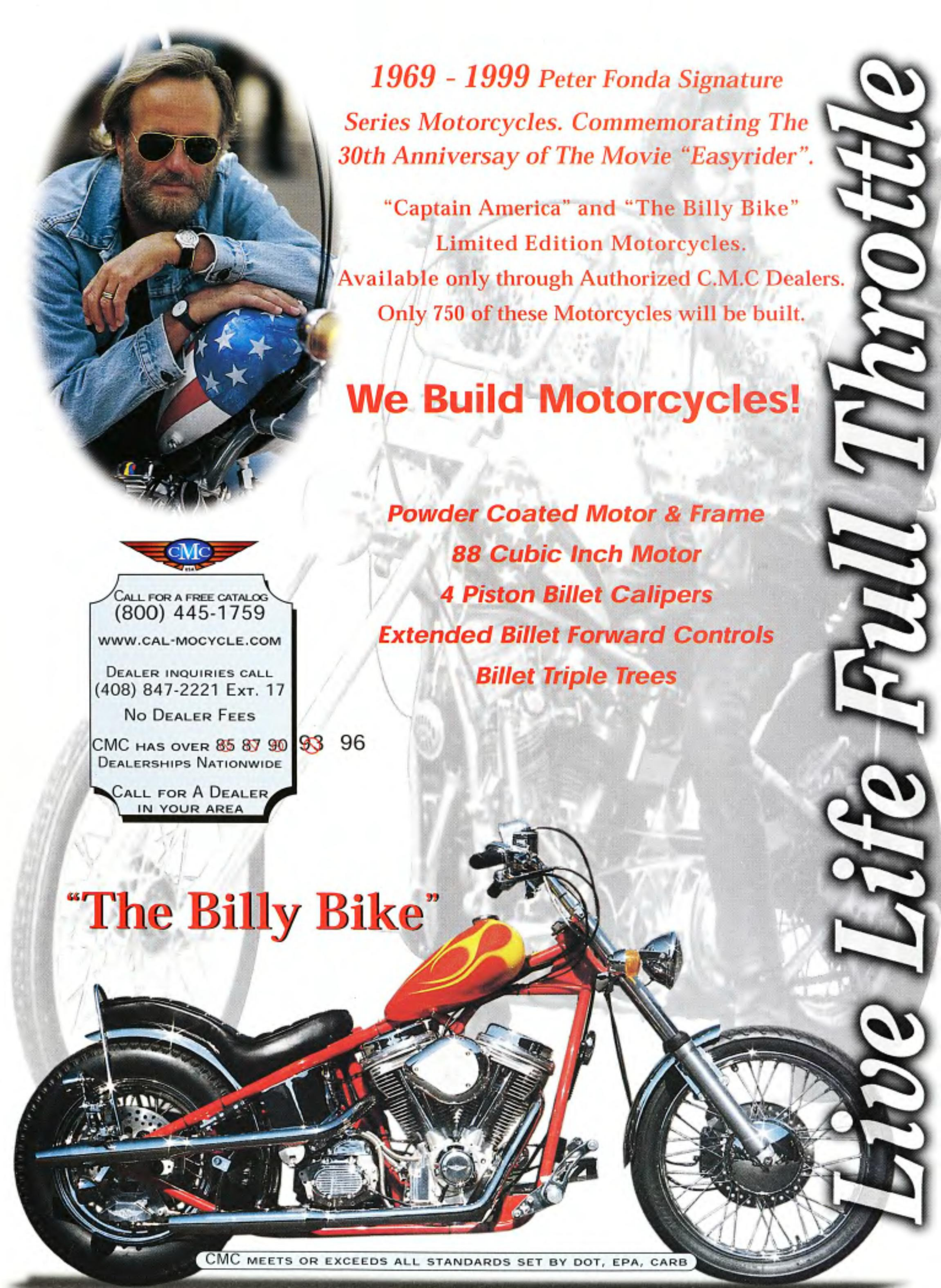
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FONDA

On The 30th Anniversary of "Easy Rider" and CMC's Signature Bikes

Thirty years ago, two Hollywood mavericks, hip to the avant-garde art, music, and drug scene, told a story that placed a big road sign along the highway of human consciousness. Peter Fonda came up with the film's ending first, seeing the demise of the anti-heroes who would become known the world over as Captain America and Billy. The cinematic events that led up to their fiery end became the rebel yell of an entire generation and a biting commentary on the ills of their fathers. In a time of the twisted death of flower-power innocence, of the murders of John F. Kennedy, Martin Luther King, and Robert Kennedy, of live news broadcasts during dinnertime showing the napalm horrors of Vietnam and the beating and killing of Kent State students, all in living color, America was primed for *Easy Rider*—the movie. →

S P E A K S

Thirty years later, the man whose vision called us all to arms in the endless civil war that *is* America, has mellowed a bit, but Peter Fonda's soul continues to burn bright with righteous indignation for abstract authority. And he's always ready to rally around a worthy cause (see coverage of the Indian Jeff Benefit in *ER* #305). Today, Peter still loves to ride and sail, sing and play the guitar, and make moving statements through film and in print. His memoirs, *Don't Tell Dad*, by Hyperion, is a current best seller and a revealing read. In the book, Peter tells all about his life with a disapproving famous father, the suicide of his mother, and the cover-up that kept him from knowing the truth for many years. He speaks honestly and clearly about his loves and losses, his need to be needed, and his love of family, as well as his nightmares and dreams. He also talks about the movie that truly helped mold the thinking of many who are holding this magazine right now.

BORN TO SELL OUT
What is "Easy Rider" really all about?

For many of you reading this, the film *Easy Rider* may have changed your life forever. After seeing Peter Fonda astride that stars and stripes chopper, riding across America, you may have had only one wish. More than anything, you wanted to *be* Peter Fonda, or more the truth, to *be* Captain America. I hope that there's a little of Captain America in each of you. But as much as many of us wanted to believe that the film was about smokin' a joint and the freedom of the road on a thundering V-twin, it is *not* about two free spirits getting gunned down by those awful rednecks. While Peter Fonda grins his best Cheshire cat grin and stays enigmatic about the mind-blowing movie he created, the real answer to what *Easy Rider* is about is right up there on the screen ...

"He's not busy being born; he is busy dyin'."

Most of the world didn't get the message of the film *Easy Rider*. The truth is there and plain to see if you wade through the allegory. Captain America is not a person, but rather the spirit of what this country was originally based upon. He is hope and the spirit of true freedom from oppression, just as Billy represents the ugly American frontier spirit and the conscienceless masses yearning to consume Mother Earth without compassion. Captain America is Thomas Jefferson's concept of liberty, just as Billy represents the willingness to burn it all to the ground through mindless consumerism.

The term "easy rider" is Southern slang for the ol' man of a whore. He doesn't have to work and gets the easy ride. The film shows us that we have collectively raped and brutalized Liberty and made her our whore. America is still about freedom, but it's the freedom to eat more Whoppers and Big Macs while the rain forests burn. Billy thought that freedom could be bought and sold in the marketplace. You score big, and you're retired in Florida, mister. Captain America knew that we as a country "blew it" because we stopped being about something and just concentrated on getting that gold watch ... that brass ring.

Guess what, people. Billy won that argument. Look around you. Just as Wyatt and Billy took their cash and bought two-wheeled symbols of decadence and excess, we all ride the highways, a country on luxury wheels and cell phones, a country without roots, without a tribe ... lost. As such, we're moving too fast to care about our neighbor, to raise a barn, to stop for a downed bro. We're all on the move to get our thing together, score big, and retire in Florida, mister. Yuppiedom is the holy church of personal greed and its grail is "the *me* generation."

Now here's the surprise ending—we are racing toward our date with those rednecks in their ancient pickup truck. The sword of Damocles is poised and Liberty is dropping her scale. The lessons were staring us in the face in *Easy Rider*. The bikers stopped to fix a flat at the farmer's house, and then stopped at the commune. In both cases they met people who were living off the land and doing their own thing in their own time. The boys rode on toward doom, refusing to stop, to take a stake and be about something, to join those who were building something real. Thirty years ago, Peter Fonda made sure that Captain America told us plainly, "We blew it, man." And you know what? Thirty years later, when our president looks us straight in the face and lies boldly, when a man is measured not by the compassion in his heart for his fellow man and Mother Earth, but by the size of his wallet and toys ... we're still blowing it, man.

—*Dave Nichols*

Photos: Raiko Hartman

We caught up with Peter at the 58th running of the Black Hills Rally and Races. He was inside Mr. Al's Swap Shop on Main and 2nd, signing autographs and allowing fans to take pictures of him astride a modern-day near replica of the famous liberty ride known as the Captain America chopper. Fonda was in Sturgis at the bequest of the California Motorcycle Company for the unveiling of its limited-edition, 30th Anniversary, signature-series Captain America and Billy bikes. Between the flash of cameras and signing keepsakes with his distinctive signature, we asked Peter about his association with CMC and the movie that inspired much of Harley-Davidson's success among all those who would mount up and ride easy.

ER: What's your involvement with CMC and these *Easy Rider* replica bikes?

Peter Fonda: California Motorcycle Company will be building 750 each of these Captain America and Billy bikes. They're very special-edition motorcycles, created for the 30th anniversary of the release of the film *Easy Rider*. CMC makes great-looking bikes. Both the Captain America and Billy bikes will feature 88-cubic-inch S&S motors. We have to include a front brake on Captain America, though the original bike didn't have one. I guess you can take the brake off later if you want. The bikes aren't supposed to be exact replicas of the ones in the movie, but very special-limited editions.

ER: Are they street legal?

Peter Fonda: You bet. They are street legal and there are a lot of improvements to these bikes over the originals. For instance, for the Captain America bike, we lowered the handlebars a bit. Actually, the CMC Captain America is a lot easier to ride than the one I built.

ER: How did this CMC deal happen?

Peter Fonda: CMC offered to build these bikes as well as my next theme bike. (Look for info on Peter's Millennium Bike in a future issue of *Easyriders*.) So I'm in business with CMC, and

they're a great group; they're really cool.

ER: Thirty years ago, when bikes like Captain America were in style, and you envisioned this bike, did you ever imagine you'd still be identified with this chopper 30 years later?

Peter Fonda: (chuckles) No, I had no idea that this image would carry on as far as it has. The Captain America bike has become an international icon. After I came up with the basic story for *Easy Rider*, I sat down with a pencil and drew out the frame of this bike. I drew the way I wanted the seat and the sissybar, the tall exhaust pipes. Then some friends of mine from Watts helped me build the bikes for the movie. They put in a little more rake than I intended, and that's what makes them look so special.

ER: Besides the addition of disc brakes and turn signals, what else is technologically different about these CMC versions from the originals?

Peter Fonda: Well, the S&S motors are stock but we added Panhead-style rocker box covers that make the engine look very much like the Panheads we rode in *Easy Rider*. These CMC bikes are a lot faster, they start every time (laughs), and they don't leak as much oil (pause). They probably don't leak *any* oil. (Cracks up the crew.)

ER: Thirty years after the debut of *Easy Rider*, there are still many different interpretations about what the film and the characters really mean. What's your personal interpretation of what the message of the film is about?

Peter Fonda: We blew it.

ER: All right, what does that mean?

Peter Fonda: Oh, I'll never tell ya (laughs). I'll remain as enigmatic as I possibly can about what the film means until the day I die. We blew it. It's the first thing I thought of and then I worked backwards. I wrote the ending of the movie first, then worked backwards to find out how we could get there.

ER: How about Captain America and Billy. Are they villains or heroes?

Peter Fonda: They're anti-heroes.

ER: How do you feel about the incredible impact the film has had on the biker scene, Harley-Davidson, and the whole freedom-seeking biker movement?

Peter Fonda: That's a loaded question (pause). I'm impressed because so many people come up to me all around the world and tell me how I've changed their lives because I've gotten them into riding long distances on motorcycles.

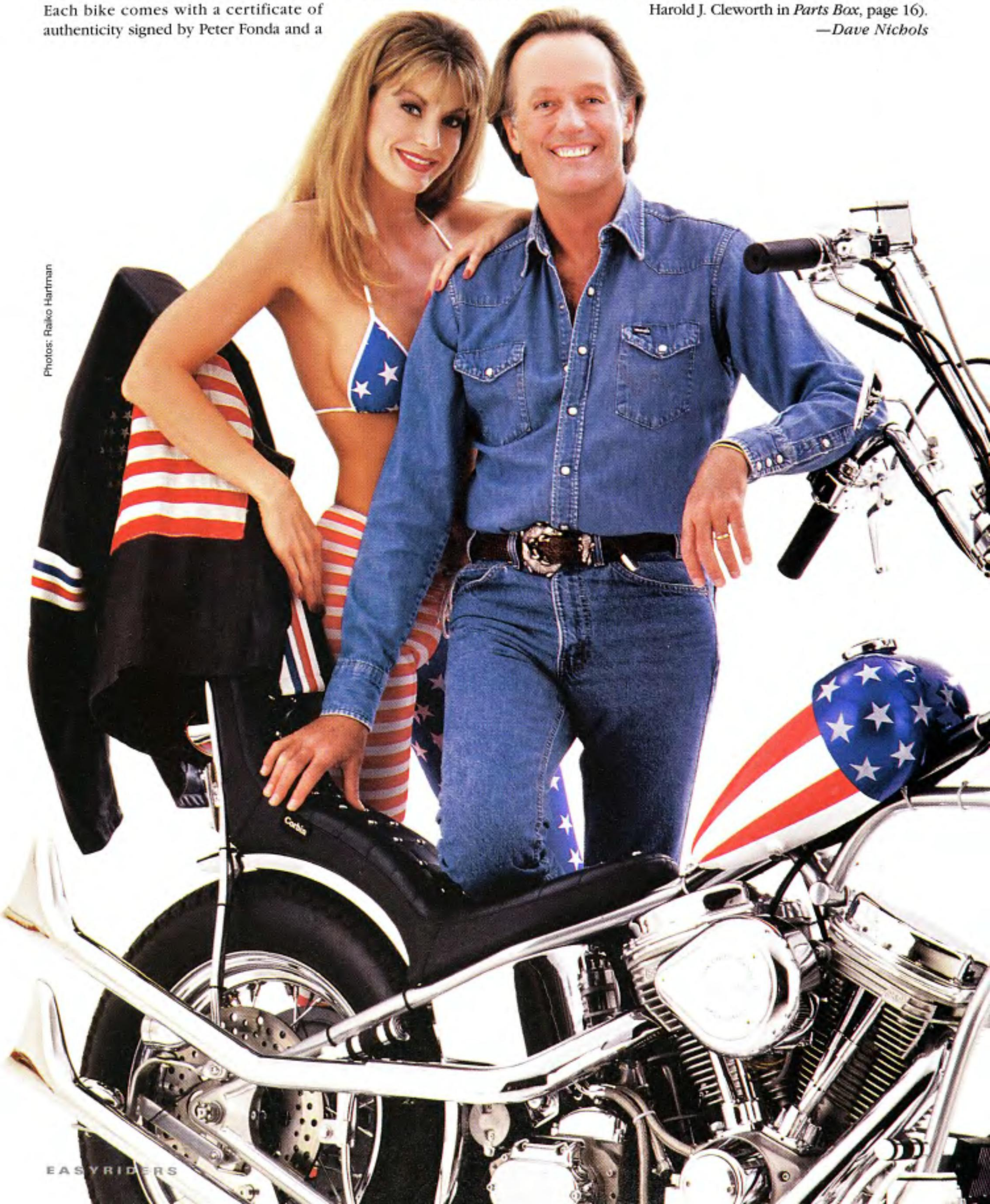
Editor's note: Peter offers several detailed chapters on the creation of *Easy Rider* and its impact in his book, *Don't Tell Dad*. Reading the book is like opening up Peter's brain and pouring the psychedelic contents directly into yours. It's the best trip you'll experience since you took off your love beads.

CMC is taking orders for the 30th Anniversary limited-run Captain America and Billy bikes. They will make 750 of each bike, so order these instant collector's pieces now. (Sorry, I've got dibs on number 30, for the 30th anniversary.) Each bike comes with a certificate of authenticity signed by Peter Fonda and a signed lithograph of the bike by world-famous photo-realist Harold J. Cleworth. Call California Motorcycle Company at (408) 847-2221 or check out their Web site at: www.cal mocycle.com.

Fonda and his partner Randy White offer a line of products celebrating the 30th anniversary of *Easy Rider*. The items are hand-signed by Peter and available through Fonda-White Productions: (406) 586-0104; www.fondawhite.com (see their Captain America lithograph by Harold J. Cleworth in *Parts Box*, page 16).

—Dave Nichols

Photos: Raiko Hartman



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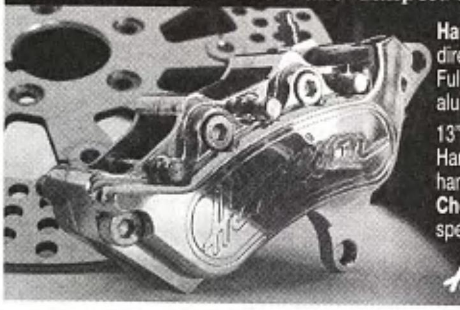

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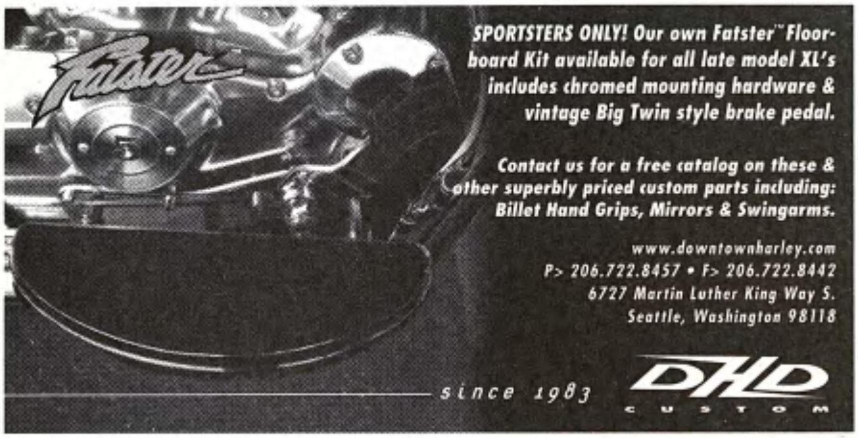
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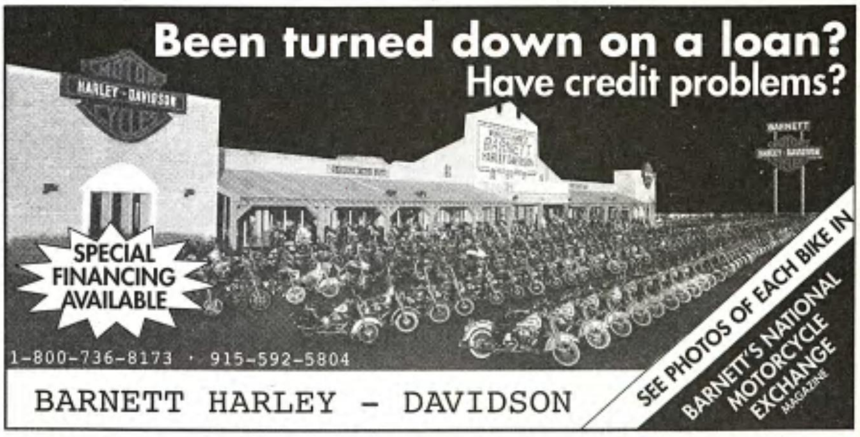
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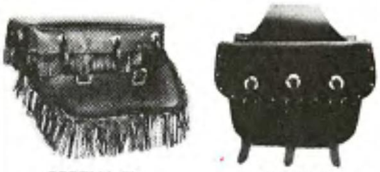

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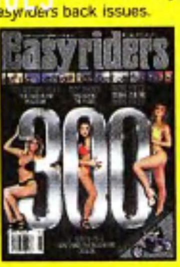

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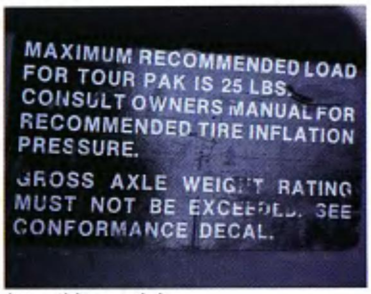
Rip's Tips

Loaded

Many of you readers have seen me on the road either coming or going on a run somewhere. I often hear those familiar words, "Boy, you sure are packed down." Well, I make sure to utilize every inch of space I can find. This time around I'm going to run through my storage methods while on the road, and perhaps some of you can pick up a few tips.

I usually have a large pack behind me, which acts as a back rest. It's stuffed with soft goods such as clothes and items I use daily. My bike's trunk is crammed full of camera gear. On the left is a large leather bag with extra flash heads and an assortment of camera battery packs and battery chargers. On top of that is a smaller leather bag that holds film and cleaning equipment. Between them I carry a Krypton cable lock that goes through the front wheel and behind the down tubes when I crash at night. On the right side of the trunk are my two Zero Haliburton aluminum camera cases with mouse pads in between them. I've found that without these pads, the camera cases will rub holes in themselves. In the space that's left over, which isn't much, I stuff an *Easyriders* neck scarf, G.I. helmet liner, my heavy winter gloves, and my Bates leather breeches. The cuff on the latter is rolled up to the knees, then the rest is rolled up in a neat package just the right size to fit. A large road atlas folded in half occupies the area behind the large leather battery bag and the cold weather gear. Yeah, it's a load—and then some.



I see this as a joke.

The label on the inside of the trunk lid says that the recommended load for the TourPak is 25 pounds. OK, so I'm exceeding that by a great deal. On top of the trunk on the rear is a camera tripod and, depending on what time of year it is, I may have my leather jacket rolled up there also, along with a bag or two. Usually the back rest is lashed up there on top. Holding everything together up there are two bungy cords crisscrossing each other, then a cargo net wrapped around the whole enchilada.

Temporary quick fix.

Since there's a lot of overhang past the platform, what breaks first is the tubing that holds the platform. And that is generally up front toward the saddle, at least that's been my experience. I'm proud to say I've only broken two of these trunk platforms on two different bikes in the 12-plus years that I've been doing Rip's Run (now featured in *Biker* magazine). A quick fix for this problem is welding the damaged area, then cutting another piece of tubing in half, long ways (maybe of thicker wall), straddling, then welding it over the crack. But that's only a temporary fix because it will just break somewhere else. There's just too much weight on the platform, and with the bouncing it receives on the road, there is more stress than the stock parts can handle.

Right side of brace.

What I've found is that if the rear of the trunk is braced up, it can handle just about anything you can cram in there. A few years ago, on Sugar Pai, I had an aluminum brace made coming off the left and right support brackets for the saddlebag guards. The saddlebag guards have two bolt holes, which the guards are fastened to. The bottom bolt holes were used. Two holes were drilled through the trunk and braced to hold it in place under the trunk. The aluminum strap is 11/4 X 1/4; Craig Conner Precision welding made it for me. Ever since that brace was installed, I've never had a problem with it. It works just tits, and, as we males know, tits are tops. It was tricky getting around the turn signals, but nothing Craig couldn't handle.

I also have to thank Arlie Becker from Northcoast Thunderbikes in Everett, Washington, for turning me on to Conner Precision Welding. Currently, Craig is making a similar brace for Honey, my '94 FLT road bike. The old brace on Sugar Pai had the support bracket holes in a different location and I couldn't switch it over without butchering it up; I didn't see the need for that.

Tricky gettin' around turn signal bracket.

Photos: Rip

If you're thinking of doing something similar, you can contact Craig at Conner Precision Welding: 21604 78th Ave. S.E. Woodinville, WA 98072; (360) 668-2160. Tell him Rip sent ya.

—Rip

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TechTips

Factory Fat
Harley-Davidson's Wicked 150 Wide Tire Conversion

Many of us have been sittin' around wondering just when Harley-Davidson would throw their tremendous resources into the bike customizing ring and produce factory-made parts and accessories. More than just the chrome goodies, we're talking real, hard-core hardware that would allow the owner of a stock sled to trick it out with genuine H-D merchandise.

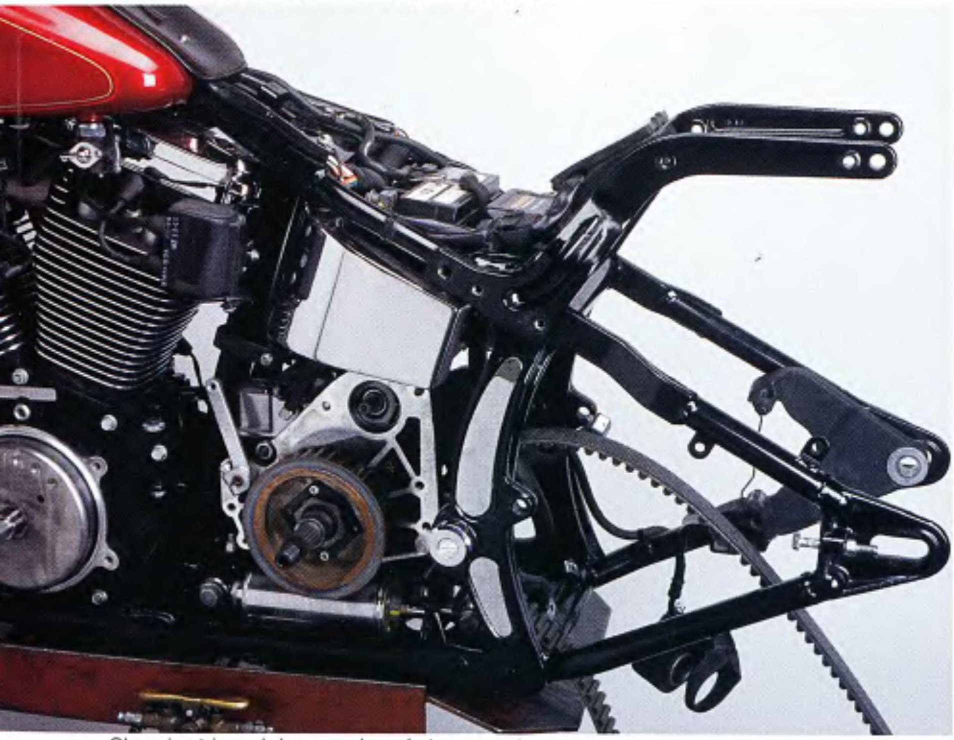
We've seen a dramatic increase in factory involvement in the last year or two, which is immediately noticeable when you see billet accessories hanging on the wall at your dealer, all proudly sporting the badge-and-shield logo. It's about time, we all said. And this seems to be a whole new area that promises plenty of options cooked up by the very people who brought us the most widely customized motorcycle to begin with.

Well, you can't look too far without seeing all of the attention that is still being given to the whole wide tire craze. Hell, there are more wide tires, huge rims, and fast chassis out there than you can count. So it's good to see that the factory has developed a proven package that is designed to work on its own bikes, and not just for full-on customs. We are, of course, talking about the H-D 150 conversion kit for the infinitely popular Softail line. Yep, no more guesswork, chasing part numbers, and sifting through everyone's opinion of what will and will not work—this kit gets it all done in one shot.

Most Softail owners have fiddled around with slipping wide rubber under their rear fenders for a while now, but the fun usually stops at the 140/16. The 150 was always desirable because of its even wider stance. But, until now, such a conversion took a chain final drive conversion and a lot of head scratchin'. So let's get into it, and see how the factory managed to pull this one off.

First of all, the 150 kit allows the swap to be done all at once, and no torches, hacksaws, or voodoo is involved. In this installation, a set of Harley-Davidson chrome shocks was added to the mix. An option is that these shocks are designed to give the Softail a full inch of lowering in the rear. But as for the 150 kit itself, well, this sucker's absolutely complete. You get a 150 tire, new rim,

Chrome H-D lowering shocks drop an extra inch.



Chassis stripped down and ready to convert.

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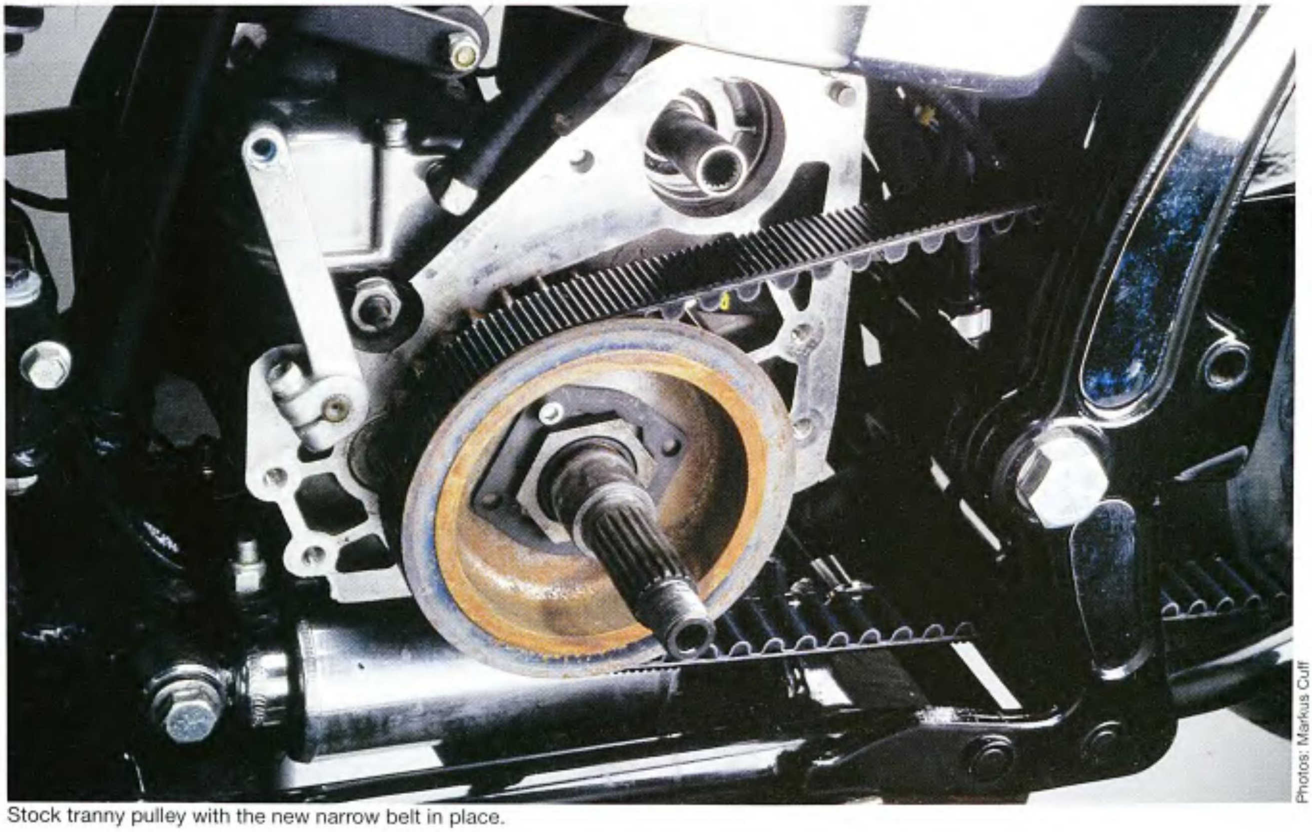
This conversion uses a narrower belt for clearance.

Looking at the 150 vs. the stock 130 ... more meat.

new wheel pulley for the belt final-drive, and a new belt. To get the tire in the frame, the biggest concern is not so much that it will fit, but the slim side clearance for the rear belt. Many people swap to chains when doing a wide-tire conversion because the chain is narrower than the stock belt.

But now there's enough clearance for the meaty 150



Stock tranny pulley with the new narrow belt in place.

Photos: Markus Cuff

Check it out—5.5 inches of rear rubber to burn.

because the H-D kit uses the narrower width drive belt and accompanying wheel pulley, like those that are found on belt-drive Sportsters. Customizers in the past who wanted to maintain the rear drive belt used to actually cut them to a narrower width, but this was way out of most folks' ability, so Harley picked up the ball (or belt?) and took it a step further.

Start with the bike propped up securely and stripped of the entire primary drive and rear wheel. This is necessary to swap out the narrower rear drive belt that, compared to the wide stock it replaces, really allows you to see just how much more room there is to be gained. Another quick visual comparison between the stock 130 and the beefier 150 shows the big difference between the two and how crucial the side clearance between the belt and tire really is.

The stock transmission pulley is left just where it is, and gets the new narrower belt slipped over it. At that point, the wheel is slipped back into place, and the bike is reassembled, no big deal, no prying, no fuss. The last visual check with a tape measure sums up the work with a final tread width of 5.5 inches.

Source

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Not bad for an afternoon's work. Once the primary is buttoned up, there's even room for some of those slick H-D billet covers to complete the job. Hey, ya gotta splurge every now and then, right? But either way, the swap is complete, and lookin' bad as ever.

—Wordman

1999 BIKER RESOLUTION

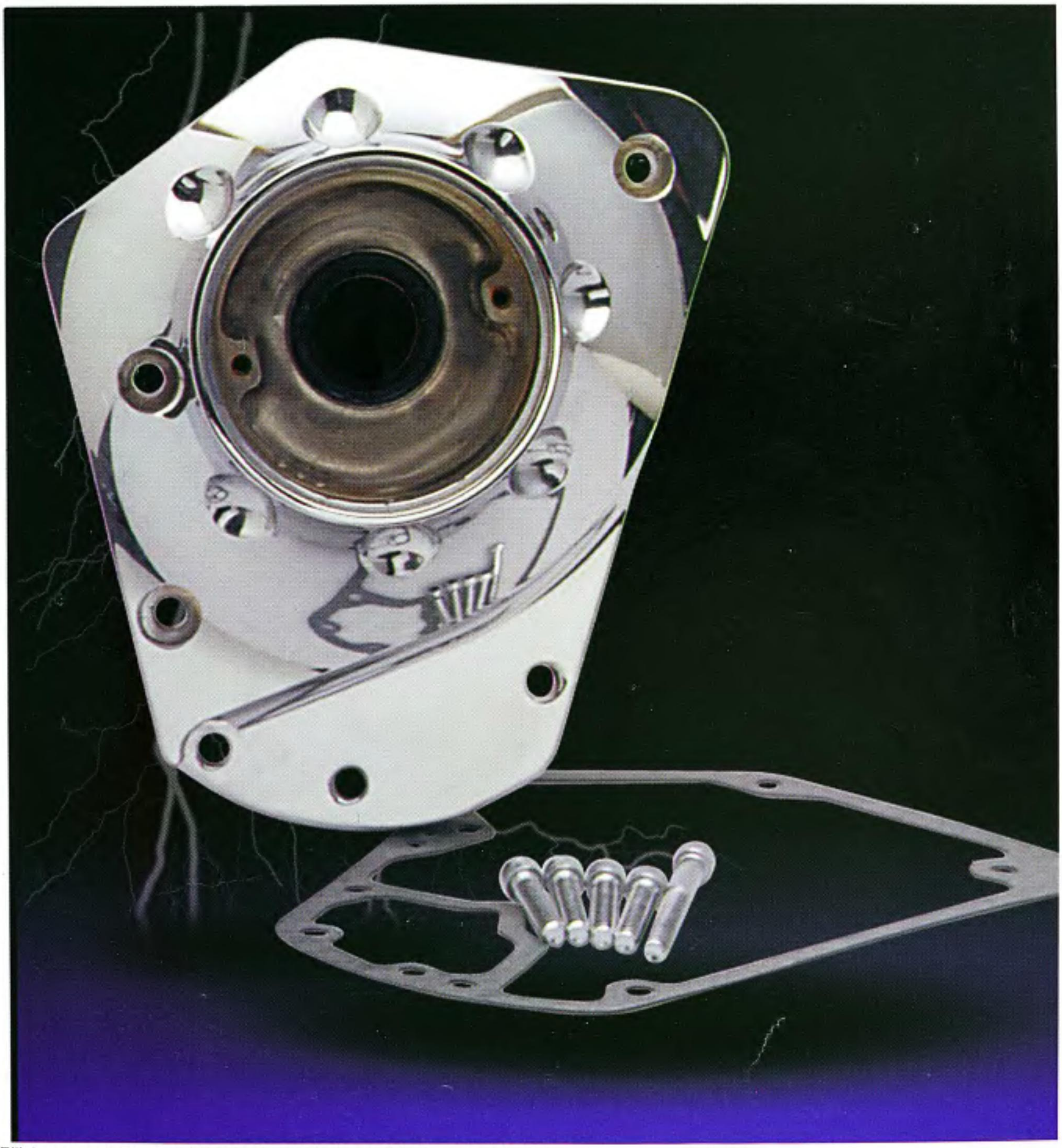
I swear that in the year ahead I will find that set of crescent wrenches that is somewhere under my laundry.

TechTips

Motor Mania
TP Engineering's Pro-Series Engines

Back before the whole custom Harley scene became the craze that it is today, you didn't see nearly as many companies manufacturing replacement parts and complete power train assemblies. Now you've got more options for picking parts and equipment for a custom Harley than you do when you go to buy a new car or truck. But back in the days when this whole explosion was just beginning to ignite, companies like TP Engineering were manufacturing complete engine assemblies, and had been doing so for quite a spell.

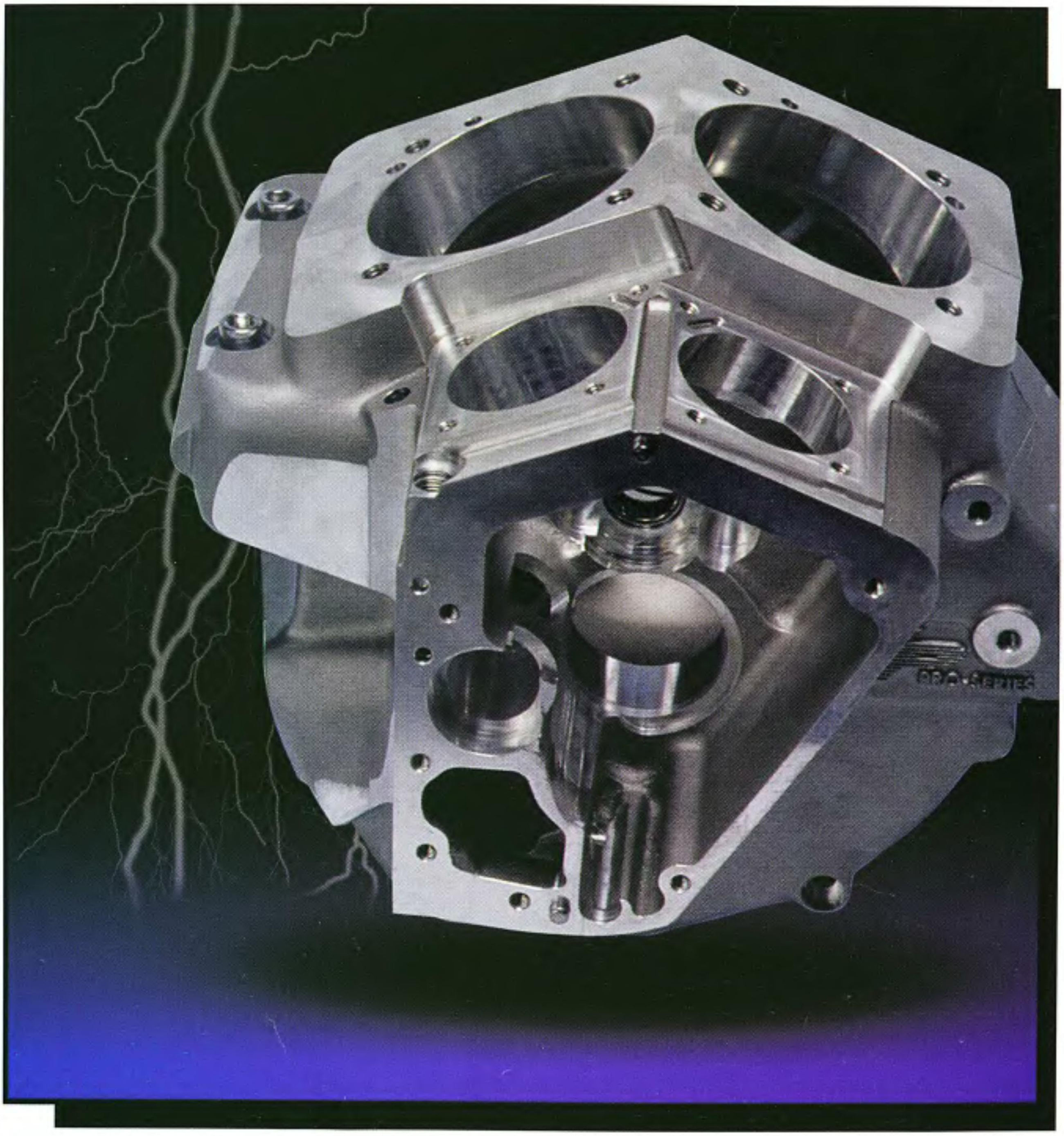
Now the company is 15 years into their booming business, and where a TP engine used to be constructed of the finest parts and pieces available from outside vendors, it now comes built largely from the new line of TP components.



Billet cam covers are available in standard style or this "teardrop" design.

The Total Performance Pro-Series pre-run engines are built using new, quality American-made parts. As the name states, all TP complete engine assemblies are pre-run before shipment to assure absolute quality from their door to yours. Complete right down to the carb, ignition, and air cleaner, you'll only need a set of pipes to get running. And you even get your choice of satin, polished, or powdercoated finishes.

But we're jumping ahead, because there's so much more going on at TP than just engines and engine parts. This place has a selection of components that will suit any engine project, whether you're swapping out a set of stroker flywheels, adding the grunt of a big-bore conversion, or building a complete engine. And if you are also looking to build or upgrade to a 5-speed, there's a full complement of TP hardware to handle that end as well. As for the engines, there are any number of sizes you can



TP cases come complete with all hardware and bearings.

Bores up to 4 inches are available, complete with pistons.

choose from, starting at 88 inches, all the way up to 113 inchers that feature TP's new 4-inch bore cases and jugs. What we're going to look at here, as we continue our series of complete engine manufacturers, is TP's power-proven 96-incher, made tough with years of experience and tons of TP hardware.

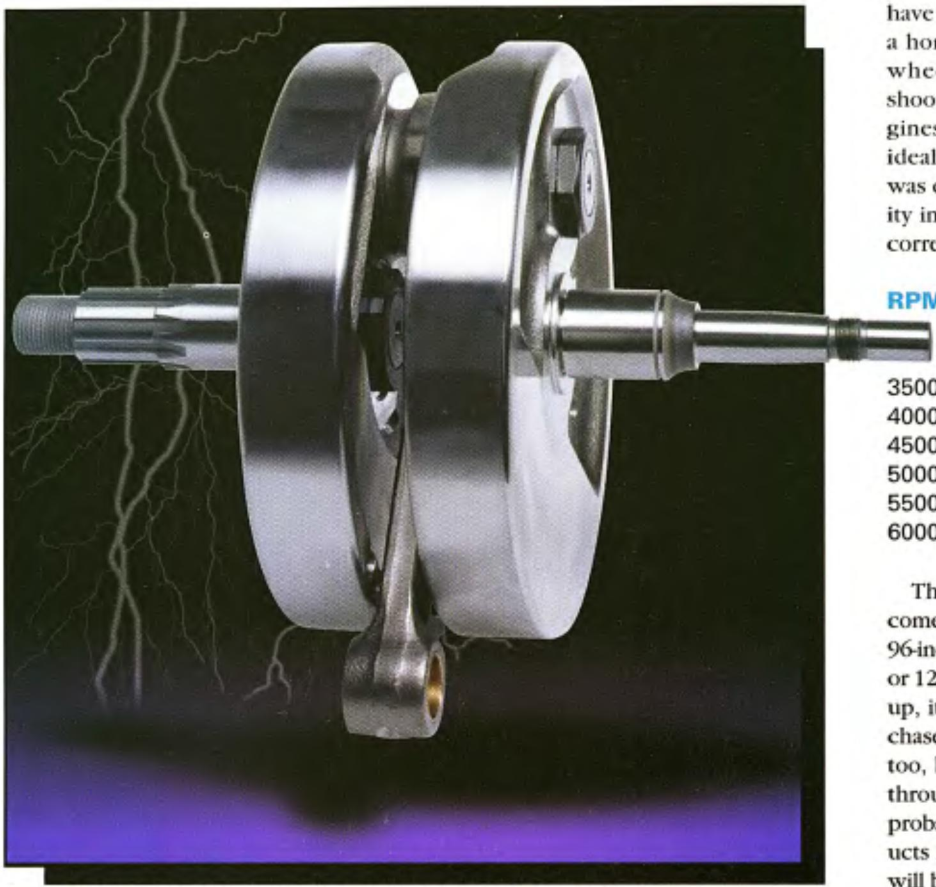
Measuring out at 3 5/8-inch bore and a 4 5/8-inch stroke, this 96-cube complete engine is built on a foundation of proven reliability and excellent power numbers. A quick rundown of just how this engine is built leaves you satisfied that all of the bits and pieces are first-rate. TP engine cases, Pro-Series forged flywheels, rods and shafts, TP cylinders, forged pistons and TP-modified Edelbrock heads round out the bill. Complete engines also include oil pump, genuine Harley-Davidson rocker boxes, Crane roller-tip rockers, pushrods, TP/Andrews cam and Crane Hi-4 ignition. Even the carb and air cleaner are part of the deal.

But what sets the TP product line apart from others on the market? Let's have a look. First off, all of TP's castings (engine cases, cylinders and transmission cases) are A-356 aluminum. Premium versions of TP crankcases are cast with the A206 alloy, which produces a stronger casting and has a diamond-smooth finish when polished. Crankcases are designed to accommodate 1970 and newer applications, and feature a stock breather system or TP's own new design for high-performance engines. Crankcase assemblies are available complete with all studs, bolts, bearings, spacers, and hardware. The cylinders use a special SP61 centrifugal cast sleeve that provides superior wear characteristics and are able to keep their shape over time better than previous designs, meaning more power, greater longevity, and plenty of smiles to the mile. Forged pistons are included with all cylinder kits, right down to the rings, pins, and pin locks. Pistons are also available separately in sizes from stock to .040.

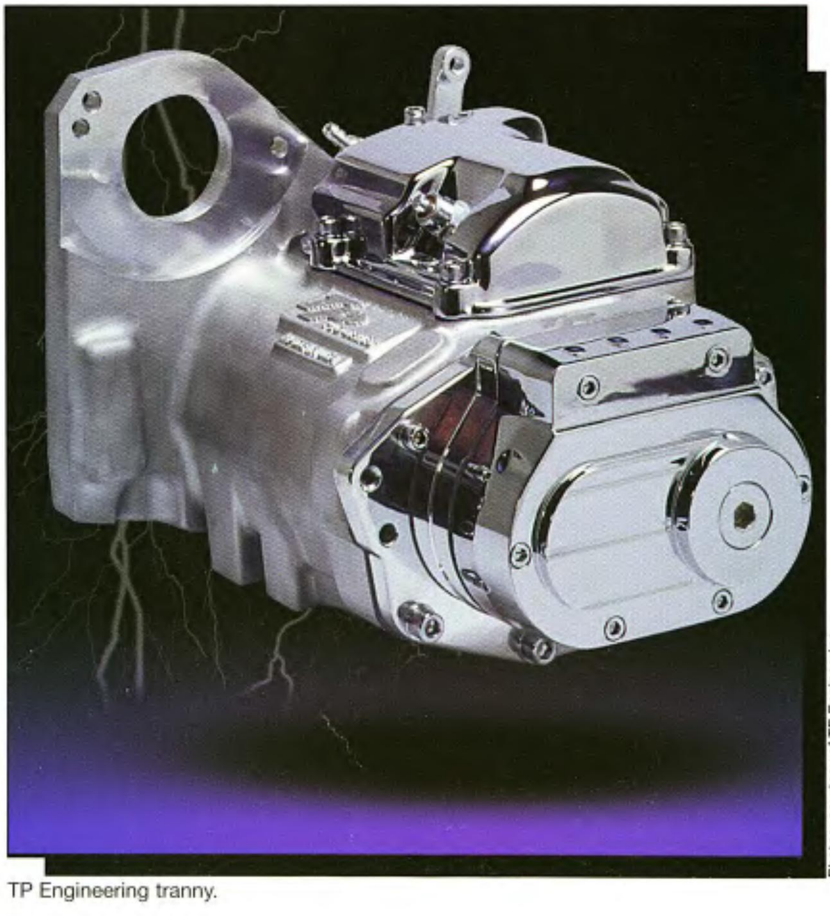
Flywheel forgings are machined from heat-treated, closed-die 4140 steel for ultimate strength. Add a set of TP connecting rods made from the same tough steel as the flywheels and a set of shafts, and you'll end up with a crankshaft assembly that's as tough as they come. Both Evo and Shovelhead style connecting rods are available, and the flywheels come in either large or small diameter in strokes ranging from 4 inches to the long, strong 5 1/4-inch arm.

DYNO TESTING

Proving reliable and powerful, TP's 96-incher puts out a respectable portion of grunt to the wheel. Shown here is a very realistic example of this engine configuration run in street trim. The trend we



Forged flywheels and heavy-duty hardware make up a TP crankshaft.



Photos: courtesy of TP Engineering

TP Engineering tranny.

have been seeing seems to center around a horse-per-cube (or better) at the rear wheel. Most manufacturers seem to shoot for this goal with their bigger engines, and TP is a firm believer in this ideal as well. This particular dyno run was conducted at Edelbrock's R&D facility in Southern California, and all data is corrected to SAE specifications.

RPM	TORQUE	HP
2500	82.13	9.1
3000	90.25	1.5
3500	93.36	2.2
4000	101.87	7.5
4500	103.18	8.3
5000	99.89	5.0
5500	94.79	9.2
6000	85.29	7.4

The Pro-Series pre-run engines even come with a limited warranty. On 88- and 96-inch models, the warranty is 24 months or 12,000 miles. On engines 98 inches and up, it's six months from the date of purchase. Extended warranties are available too, but unless your daily rides take you through a mud bog there and back, you probably won't need it. With more products in the works, it looks as though TP will be around for another 15 years doing just what they do best ... engines. But as we mentioned earlier, there are 5-speed tranny cases and matching accessories available now. In the not-too-distant future, look out for TP tranny cases for FXRs, Dyna Glides, and even FLT models. For any further questions or ordering info, give 'em a call. You'll be glad you did.

—Wordman

Source

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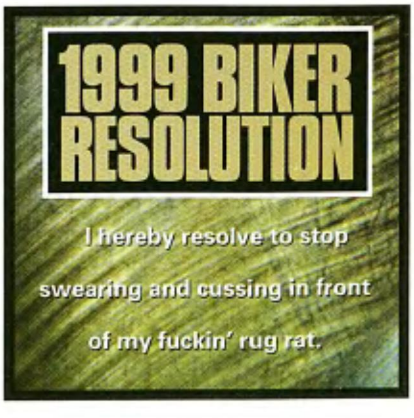

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TechTips

Bushtec Trailer Tech

Getting Your Act Together and Taking It on the Road

A 1999 Harley-Davidson Ultra with Twin Cam motor and Bushtec trailer make a nice combo.

Not long ago, taking a road trip consisted of strappin' a bed roll across the handlebars of your scoot, fillin' up with gas, and headin' out for points unknown. I don't know about you, but as I got a little older I began to require a little higher comfort level on trips.

Frankly, I like to ride. It's not unusual for me to ride 500 miles in a day to an event. That's why I bought the Ultra Tour Classic. More and more, I have been finding that when packin' the ol' lady and a bunch more of the "essentials," the load just seems to be piled higher and deeper. This grind had gotten to the point of adversely affecting the handling of my motorcycle.

Suit bag—nice touch!

I noticed that many bros are taking $150 car trailers—the kind you get at a hardware store—attaching a car top carrier to the contraption, and go bouncing (literally) down the road. This struck me as unsafe and just not my style. No offense intended to my hardware-store-trailer, car-top-carrier-attached, trailer-towin' bros!

There are many well-made trailers on the market, but a pal of mine, who's been hauling a trailer behind his ride for some time, recommended the Bushtec trailer as one of the safest and best handling on the market. While in Sturgis, I spoke with John Preston, the owner of Bushtec. After seeing his trailers and hearing what he had to say, I was sold on the product.

The Bushtec trailer utilizes a unique air ride suspension that simply will not bounce. This may not be a problem when a trailer is towed by a car, but on a motorcycle it can be disastrous.

The Bushtec system is very easy to set up if you take the time to follow the directions. You simply load the trailer, then pump up the air shocks. Always use a hand pump, such as Progressive Suspension's, or you will damage the shocks. After you add a few pounds of air, roll the trailer back and forth to free up the wheels, then continue to add more air until neutral camber is achieved. This insures that the trailer will track correctly to maintain constant vertical alignment with the road surface. This is all explained in the video that Bushtec supplies with each trailer.

Another exclusive Bushtec feature is its trailer hitch and coupler. The design allows for full 360-degree swivel in the event of a mishap. It also incorporates a Heim joint where the trailer attaches to the hitch. This is an important safety feature and added to my decision to purchase Bushtec's product.

No compressor needed.

It is very important to correctly load the trailer, with 10 to 15 percent of the gross trailer weight applied to the coupler as the ideal "tongue weight." A bathroom scale or fish scale works well for this. Make sure that the measurement is taken with the hitch at installed height for accurate measurement.

I especially liked the tall, 16-inch wheels with the six-ply motorcycle tires. The taller wheel adds up to fewer revolutions per mile traveled; thus, it is easier on the wheel bearings. These tires, with their six-ply rating, will last a good long time.

Available options include coolers, luggage racks, garment bags, lighting options, spoilers, custom wheels, and just about anything you could ask for. Each Bushtec trailer is custom built to the purchaser's specifications. There are several models: the "Turbo +2," a retro-styled "Roadstar" model, and the luxury "Genesis"—all attractive units.

The overall quality of the trailer is impressive. The finish is excellent, and the attention to detail is immaculate. Everything fits perfectly. It's obvious that the designer of this product rides and wanted everything to be trouble-free and right.

A 360-degree hitch.

Photos: Doug Mazell

I had no trouble adapting to "trailer life." I got tons of crap out of my TourPak and saddlebags and put it where it belongs—behind the bike. The downside? This might not seem like one, but the Bushtec trailer tows so well, I tend to forget it's back there! Be sure to give yourself extra clearance when passing. Use slower speeds and a wider angle of attack when turning corners. Don't split lanes, even where it's legal. Lastly, give yourself a little extra room when coming to a stop. Be safe.

—Kit Maira

Sources

Bushtec
180 Mount Paron Rd.
Jacksboro, TN
(423) 562-9900
www.bushtec.com

1999 BIKER RESOLUTION

From now on, I resolve to only date women who have at least some teeth.

The Choice Is Yours

The *Easyriders* Dual-Zip jacket has so many options, the choice is yours.

For starters, the sleeves zip off transforming a rugged leather jacket into a cool biker vest. Perfect for those summer rides when you want to feel the wind against your skin.

And, as if that weren't enough, we've included two rows of front zippers so you can layer up in the winter and still fit into your coat. Additional features include four front pockets and adjustable side buckles. Available in sizes: MD, LG, XL, XX, XXX

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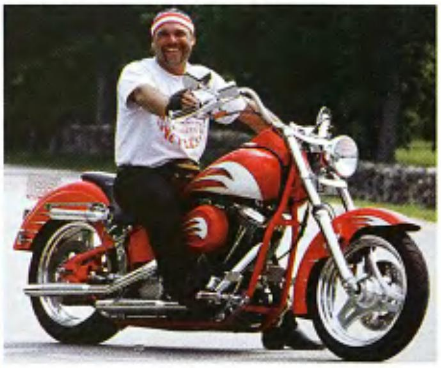
Photos: Michael Lichter

Dana Weymouth
Danvers, Massachusetts
1997 Softail Custom

The year is gone. Strange that a thing so large should pass without making a sound. But, alas, it did make sounds, at least the creatures of the night did. On New Year's Eve I heard the sounds of explosions across the valley, some so close I could feel the pressure in my chest. There was also the unmistakable sound of automatic fire in the night. I heard the howl of coyotes and the baying of the neighborhood dogs accompanying the



wail of sirens everywhere. It was beautiful!

And the presence of Harleys was strong, too ... my own, and the others who made New Year's Eve their own. And though I didn't hear it, I know that in Danvers, Massachusetts, there was thunder in the night as well. Dana Weymouth must have been out on this 1997 Softail Custom. What better way to ring in the new year than to shatter the night with the sounds of this nitrous oxide-burning machine named Mamma's Wild Child? Mothers, hide your children, for here comes a beast most powerful.

The credits go to King Star for doing the overall painting, and to Jimmy Adams of Hog Salvage for the fine tuning. And thanks to Kelly's House of Harleys for their input. Dana, himself, did most of the construction on the bike, as well as the fine detail painting and pinstriping. Dana would like to offer his deepest thanks to Doria, his wife.

Dana is an operating engineer (Local #4) for the Big Dig roadway project under construction in Boston. By day he blazes the trails, and by night he burns up the roads. Now that's the way to ring in the new year!

—Trash

ReadersRides

Clark Hopper
Sacramento, California
1949 Panhead

Do you really know why you party on New Year's Eve? Why do you go out on that night and raise ol' Billy hell? There is an old proverb that states: "What you do on New Year's Eve is what you'll be doing for the rest of the year!" If you sit quietly at home and do nothing—nothing is what you'll be doing until next year. This is why it is very important to ride your bike on this crazy night. Damn the crazy drivers, damn the cops, ride! If you are in

Photos: from owner

the middle of a raging blizzard on this night, at least go out into the garage and sit on your bike. Maybe even start that sucker up and make some noise with it. No matter what happens for the rest of the year, you will know you tried to start the new year out right.

Clark Hopper has reason to celebrate. He has carved out for himself a small "kingdom" in the wilds of Sacramento. He owns a strip mall with five businesses in it, all Harley-related. There is Rich Ward's machine shop, Dr. Dave's House of Power, the Fat Cat Tattoo parlor, Tramp's Parts and Sales, and Clark's own shop, North Cal Bike Sales (www.chopper.com).

This '90 Panhead stretches the imagination (and stretch is the right word). The frame, built by Rock 'n' Roll H-D, has a 6-inch stretch in the neck, a 6-inch stretch in the rear, a 3-inch drop behind the seat post, and a 22-over Dick Allen chrome-moly front end. Clark has been carryin' this frame around for 14 years, waiting for the right time to come along. As you can see, the time has come! Dr. Dave did most of the recent upgrades, fabrication, and assembly. This bike isn't just long, it's ridden long, too. The "moon" tank was necessary for rides through Canada, and to Sturgis, and many other long stretches (pun intended).

—Trash

Dwain Thibodeau II
Meriden, Connecticut
1976 XLH

Purchased in the summer of 1990 for $900 and a 1984 Trans Am, this Sportster put Dwain in the wind. His first Harley! When he was filling out the paperwork with the seller, the guy's 19-year-old daughter came out of the bathroom wrapped in a towel and Dwain made a package deal. Eight years later, the two were married and now have a 5-year-old son, Dwain III, who also has a love for Harleys.

Photos: Billy Tinney

The bike was torn down in 1992, and this started a six-year custom rebuild project. The '76 Sportster went into a converted '53 hardtail frame. The motor was rebuilt and the electrics were done by Cowboys Custom Cycle of Sabbattus, Maine. Brown's did the chrome, and Dwain did all the rest, including fabrication, molding, paint, flames, and assembly. All of his spare time and $15,000 of his hard-earned cash went into the project. Just check out the results. But look close, 'cause it doesn't look like this anymore!

One month after entering the Sporty in the *Easyriders* Rodeo in Middletown, New York, on July 4, 1996, a frequently repeated scene took place: A lady took the famous left-hand turn, ran a red light, and took Dwain and his show bike out. It was totaled, and remains so to this day. The legal fight requires that the bike be untouched until the lawsuit is settled.

Dwain is in quite a predicament. Can you imagine going into your basement every day, seeing the bike in such a state, and not being able to do anything to it? Especially when all your bros are riding away without you. That's got to be hard. I'd rather give birth to a flaming porcupine. Good luck in court, Dwain!

—*Trash*

Photos: from owner

P.J. Mack
Adelaide, Australia
1989 H-D/WASP G.P.

This yellow machine was built to run the "reliability trials" race, a 24-hour mid-winter race over paved road and dirt, up hills, and across streams. The race runs five laps over a 150-mile course, totaling almost 700 miles, and has been run every year since 1924. Perhaps that explains the chosen color for this bike—it's easier to spot by air rescue. This amazing motorized spectacle takes you over every kind of terrain South Australia has to offer. Private land owners offer parts of their property to the race, and get to set up their section as they see fit. This makes for some interesting riding.

Both solos and sidecars enter, but Peter Mack likes the company he can carry in the sidecar. It gives him someone he can talk to when broken down outback of the Oodna Whoop Whoop, or caught in a wait-a-minute bush, or when giving crocs the right-of-way. (Do crocs like yellow?)

The riders leave at one minute intervals starting at noon. They stop for tea at about 6 p.m., and again for breakfast at 7:30 a.m., then ride on through until noon with few breaks.

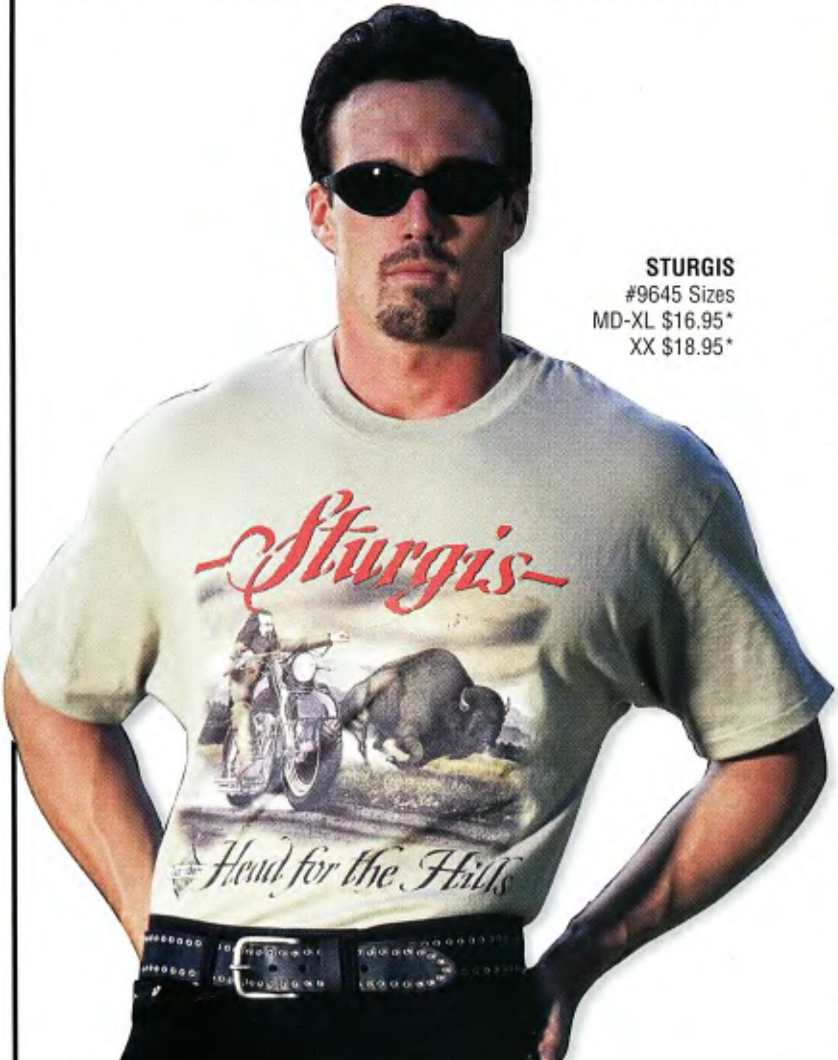
Peter had the frame for this contraption built to order by Robin of the WASP Motorcycle Company in Salisbury, England. The integral frame and sidecar, and the leading link front end and swingarms are all made using chrome-moly tubing. The body work, tank, and paneling are formed using fiberglass-reinforced plastic. With the 1200cc Evo Sportster motor, Peter says, "This machine shows no respect for mountains, swamps, or dirt, and could probably climb a goal post if my 'monkey' could help out with the balance." This Wasp sounds like the hammers of hell, is tougher than a two-dollar steak, and it's damn fun!

—Trash

"Love your new cell phone, man."

WEAR A WORK OF ART!

EASYRIDERS T-shirt designs have been created from original works of art. These timeless images adapt well to the screen printing process, and some designs have even been combined with embroidery to add to their unique quality. All shirts are printed on 100% cotton Hanes Beefy T's.



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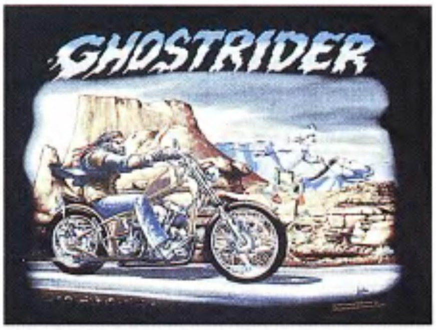

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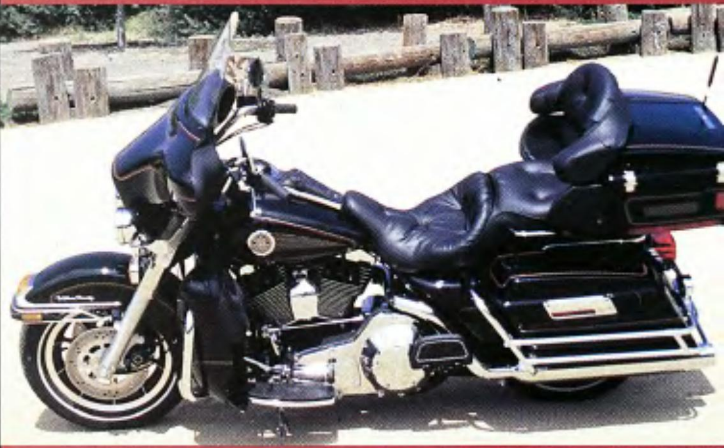
Took a Labor Day Weekend putt to Phoenix to visit a Sturgis riding partner who was recently diagnosed with diabetes, so the Durango Run was curtailed in the name of brotherhood. But the opportunity to test an 88-inch Ultra for the magazine was at hand.

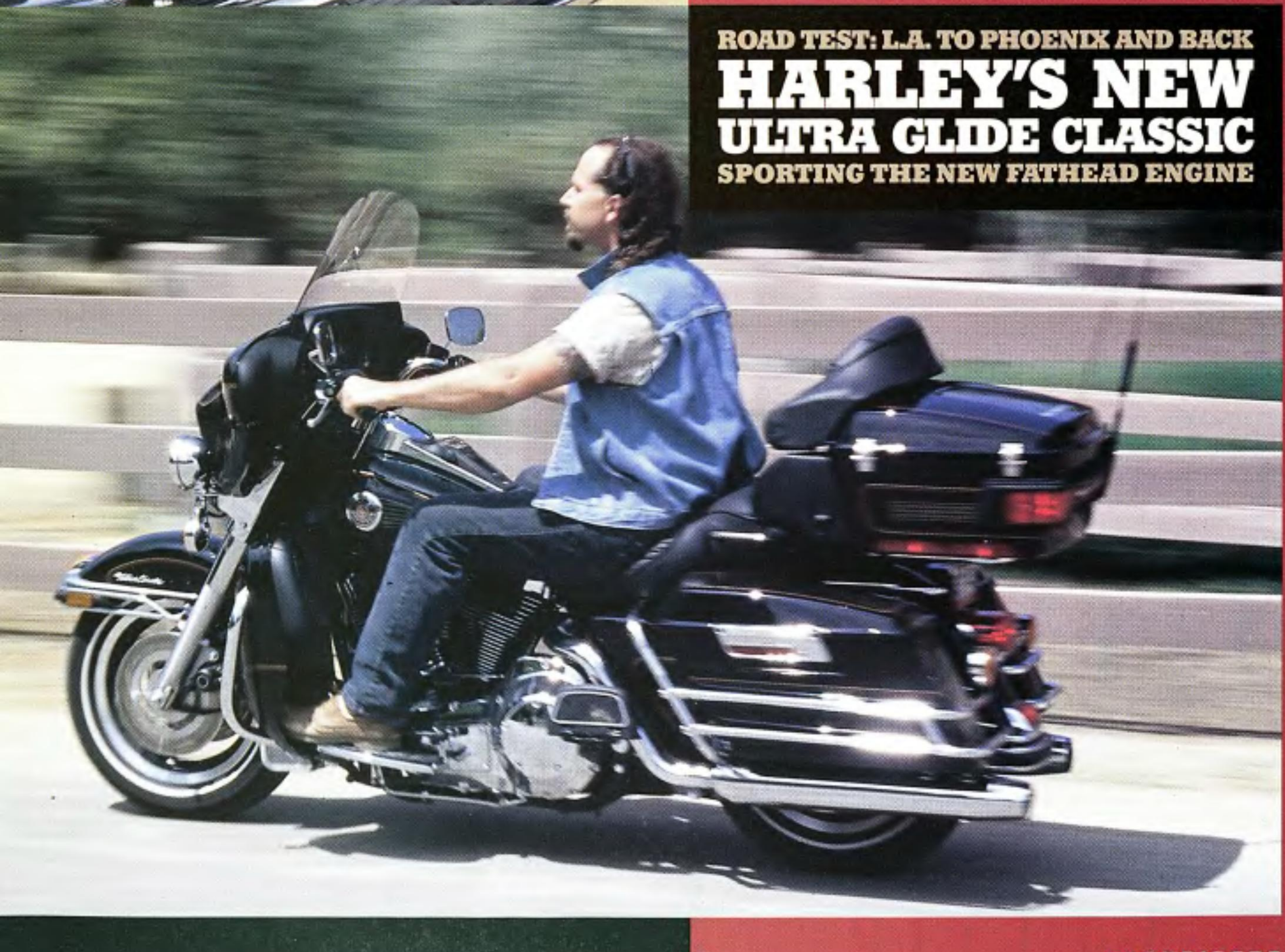


Thursday afternoon, the first discoveries on the bike included an abundance of engine heat, due primarily to the San Fernando Valley's 100-plus-degree summer mercury standing, and the lower leg guards. I eighty-sixed the leg guards, which seemed to catch my size 13s every time I came to a stop—dangerous.

ROAD TEST: L.A. TO PHOENIX AND BACK

HARLEY'S NEW ULTRA GLIDE CLASSIC

SPORTING THE NEW FATHEAD ENGINE

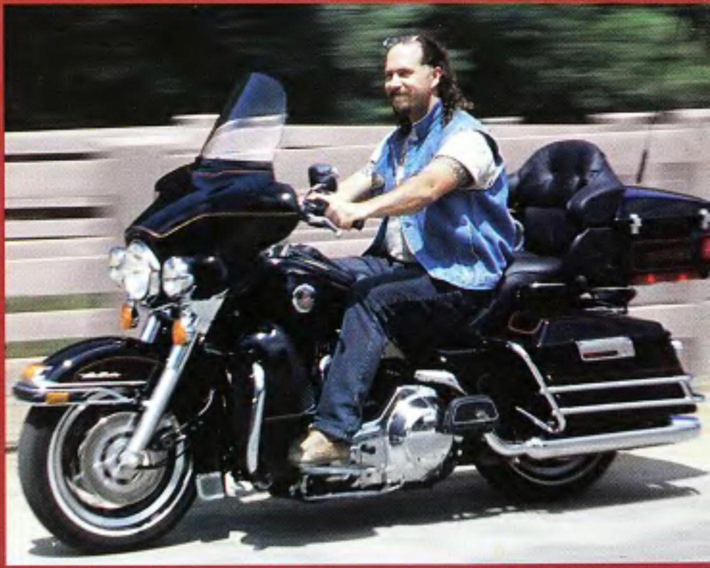


The plan was to hit the hay at 7 p.m., sleep 'til midnight, and roll at 1 a.m. ... and it worked. The cordura saddlebag liners were easy to pack and replace in the bags, saving both time and inconvenience. The Tour-Pak held four folded, pressed shirts, my briefcase, and had plenty of room for other crap.

As I rolled out of Los Angeles, with the tanks topped off, I headed for Interstate 10 and the straightest shot for the Arizona border. Rolling into the Palm Springs region, I discovered that at only 145 miles into my trip, the round gas gauge was bouncing against empty. Since it was raining and I was swerving through traffic containing varying degrees of drunk drivers, commercial traffic, and half-asleep guys trying to get home before the wife got suspicious, my speed remained a conservative 70 mph. Truck stop calculations harshly indicated that my mileage was running at only 36 mpg. Once dancing with the rain grooves in the dark again, I noticed that the switches adjacent to the neck for cruise control, spotlights, accessories, and speakers were difficult to read. Once turned on, they were illuminated, but the switch name still wasn't visible. It took me a few minutes to get used to the cruise control, but then it worked like a dream. I also noticed that for the biggest of the touring models, the bike was very stable, and easy to handle at freeway speeds, even when passing large commercial trucks. According to the factory, the frame geometry is the same as always and the seat height is the same lowered 1-inch version from last year. The only explanation I received was that the new mounting of the engine to the transmission makes a strong, flat surface binding, forming a frame stiffener and eliminating some of the flex of the past. If that's the case on a rubbermounted chassis, it worked.

Next stop was Blythe and the California border. Again the gas needle was bouncing against empty and I had only scratched 113 miles at 80 mph. I took 3.980 gallons from the pump and figured I was only hitting 28.7 mpg. I was sweating the mileage something fierce. Although the wet roads had fallen by the wayside, the gloom up ahead was oppressive. I didn't want to be faced with flooded gas stations too many more times before I reached Phoenix.

With the new fuel-injected models, you can't jump on your scoot with a cold six-pack under your arm and head for the hills. Much like a diesel car, you must turn on both ignition switches and listen for the distant hum of an electrical fuel pump to fill the injection unit. A red light comes on under the tach adjacent to the reserve fuel indicator (since there is no gas petcock) and a cruise control operational light. When it goes out, you're good to go. I noticed at my height, 6-foot-5, that my eyesight was level with the top of the windshield, which was disruptive until I



began to slouch. I needed to clean the windshield at each stop in order to keep visibility at a maximum. I'm sure adjustable windshields are just around the production corner.

On reserve and in the rain, I pulled into Buckeye for gas. I was only 35 miles from Phoenix and would have preferred not to stop. I had clocked 121 miles. Another item that caught me off guard was the gas gauge function. During the last stretch, I noticed that it didn't leave the full mark until I had traveled 40 miles. At 60 miles it was still at 7/8 of a tank. From there it dropped like a rock. Even with the extra gas stops, I made it 423 miles in 6.5 hours. Of course, I was rolling into Phoenix at 7:30 in the morning and with the drizzles and congestion, it took me an additional hour to arrive, my boots filled with water, at the *Easyriders* store in downtown Scottsdale.

I spent a couple of days drinking too much with Myron, the owner of *Easyriders* of Scottsdale, and Karl, the chief of the Scottsdale fire department, then headed home. At 6 a.m. we hit the road for Tonopah, only 58 miles from Karl's garage. I took 1.75 gallons, which equaled 33 mpg. I left Karl after breakfast and put 108 miles and 3.59 gallons under my belt, and I wasn't dropping under 90 mph. I figured I was getting 30 mpg, and it was getting hot. In Cabazon, 134 miles registered on the trip gauge and I bought another 4.19 gallons. I was getting 32 mpg and the traffic was holding me to 80 mph. I finally woke up enough to wash the windshield. Now it was over 110 degrees and the return Labor Day traffic was bunching up; I had to keep moving. I guzzled a quart of Gatorade. I had 90 miles to go to L.A. I pulled into the gas station a mile from my condo at 12:45. It had been another 124 miles, mostly traveling at 75 mph. I poured another 3.39 gallons into the tank, which brought me 36 mpg. The return trip of 424 took me just under six hours and 45 minutes, which included Bandit's special Mexican spiced breakfast in Tonopah.

Helluva ride. Even in awkward riding surfaces, the Dunlop tires tracked comfortably. Some dressers seem to float around uncontrollably in lanes, especially when passing semis—this black beast held to the ground like Velcro. You need to become a master of finger dexterity with this bike's radio controls, turn signals, cruise controls, high beams, horns, starter buttons, and assorted deviations from the basic one-off versions within reach of your thumbs.

I'm not a dresser rider, but this bike afforded me protection from 150 miles of Arizona rain, with enhanced visibility, more than enough room to pack for the ride, and the comfort to keep going. With a mileage upwards of 48 mpg, I could have ridden to New Orleans for lunch.

—Bandit

Manufacturer: ....Harley-Davidson
Model: ....FLHTCUI
Ultra Classic Electra Glide

Dimensions

Length: ....98.3 inches
Seat height:.........................27.25 inches
Ground clearance: ....5.12 inches
Rake: ....26 degrees
Trail: ....6.16 inches
Wheelbase: ....63.5 inches
Fuel capacity: 5-gallon
Oil capacity: ....4 quarts
Dry weight: ....777 pounds
GVW rating: ....1,179 pounds

Performance

City: ....43 mpg
Highway: ....55 mpg
Braking at 60 mph:
Light load (200 pounds): ....161 feet
Maximum load: ....177 feet
Suspension travel:
Front: ....4.2 inches
Rear: ....4.06 inches
Lean Angle:
Right: ....28 degrees
Left: ....29 degrees

Engine

Ignition: ....barrel-keyed
Exhaust system: ....chrome duals
Air cleaner: ..oval with ESPFI embossed aluminum insert

Paint

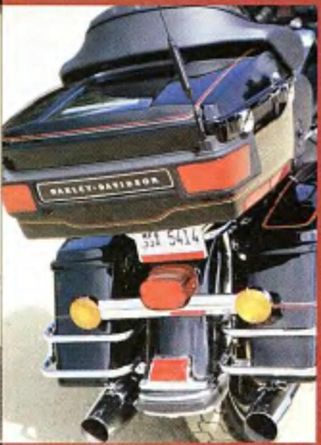
Colors:......Vivid Black, Lazer Red Pearl, Sinister Blue Pearl, Two-Tone Lazer Red/Black, Two-Tone Aztec Orange/Diamond Ice, Two-Tone Mystique Green/Black, Two-Tone Sinister Blue Pearl/Diamond Ice

Frame

Type: ....mild steel, square-section backbone w/twin downtubes

Electrics

Battery: ....sealed 12-volt, 30 amp-hour
Charging: ....45-amp perm. magnet alternator
Starting: ....1.2kw electric with Bendix-type engagement



Accessories

Stereo: ....AM/FM/cassette, fairing-mounted speakers (40 watts per speaker)
Headlight:..Quartz halogen 55-watt low, 60-watt high beam
Taillight: ....3/32 cp
Turn signal lights: ..self-canceling, 32 cp
Running lights: ....front turn signals
Indicator lights: ...high beam, neutral, oil and turn signals
Cruise control: ....electronic
Pegs: ....adjustable footboards
Seat: ....wide pillow-soft w/passenger isolator-mounted backrest

Forks

Type: ....wide glide

Wheels

Front

Type: ....cast (lace option)
Size: 16-inch
Tire: ....Dunlop Touring Elite II
Brake: ....dual disc 11.5 x .2 inches

Rear

Type: ....laced
Size: 16-inch
Tire: ....Dunlop Touring Elite II
Brake: ....11.5 x .3 inches
Photos: ....Doug Mazell

"Well, what are you waiting for? I said, 'Climb aboard.'"

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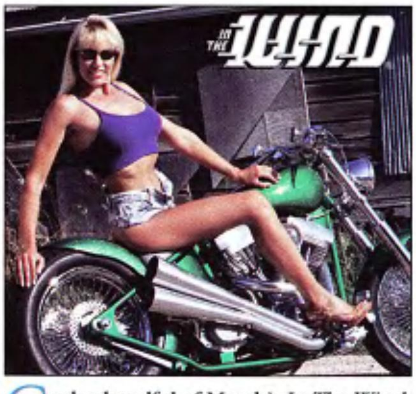
ComingAtYa

Grab a handful and hold on, the February issue of *Easyriders* will make li'l ol' Cupid blush with all the wild and wanton action of our *Easyriders* Grand National Rodeo blowout in Chillicothe, Ohio. The thunderous blast of rodeo dust and lust will explode on every rip-roarin' page. We'll also visit the rowdy Red River Run, ogle the hot honeys of Thump Records, and marvel over the vintage iron of the Bluegrass Motorcycle Museum. Add a laugh-filled guide to Biker-onics, Kim Hotinger's legendary chopper, as well as a look back over the year at every single mouth-waterin' motorcycle featured in *Easyriders, In The Wind, Biker, Quick Throttle,* and *VQ* during 1998, and you've got a Valentine's date to detonate! Don't you dare miss this one. *On sale December 29*

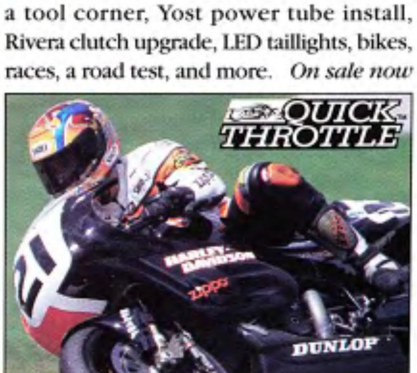
Happy Friggin' New Year! Hold that coldie up high and say a toast to the things that make life great—bikes, babes, bros, and boozy bashes. Find all those things (and more) in *Biker. On sale now*

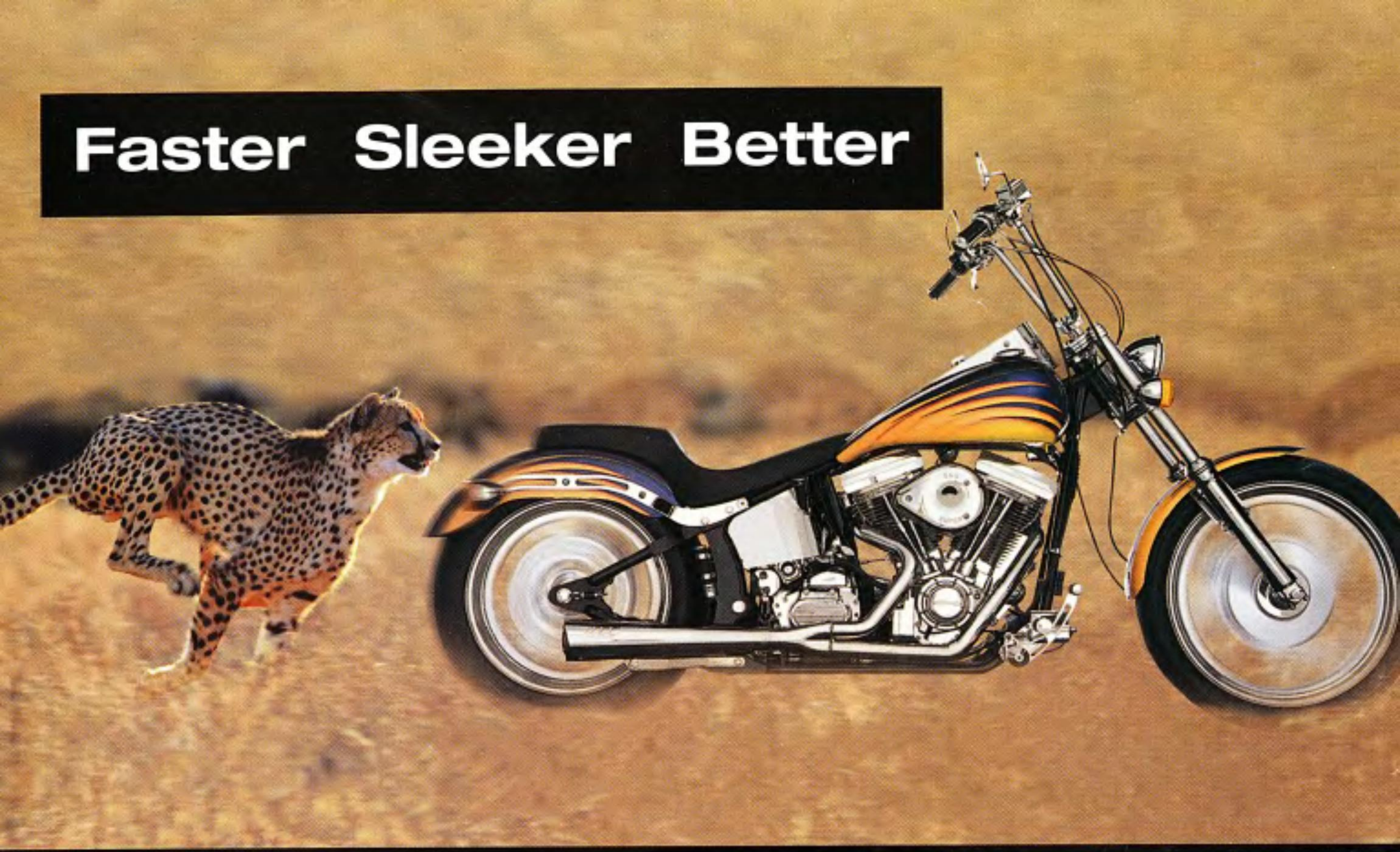


Grab a handful of March's *In The Wind*, jam-packed with your pics of bikers enjoyin' the lifestyle. Plus, this is our Rodeo Special, where you get a dirt-side seat to all the coast-to-coast action. *On sale now*

If you're a rider who appreciates life's luxuries, like high-class customs, rare antiques, fine cigars and ports, art, and the best places to hang out, then check out the January issue of *VQ*. *On sale now*

Need all tech all the time? We've got it for ya in January with product evaluations, a tool corner, Yost power tube install, Rivera clutch upgrade, LED taillights, bikes, races, a road test, and more. *On sale now*





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GEORGIA INTERNATIONAL
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